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SEAT'S REBIRTH

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EXCLUSIVE IMAGE

+ New Ibiza driven

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DRIVEN FERRARI 296

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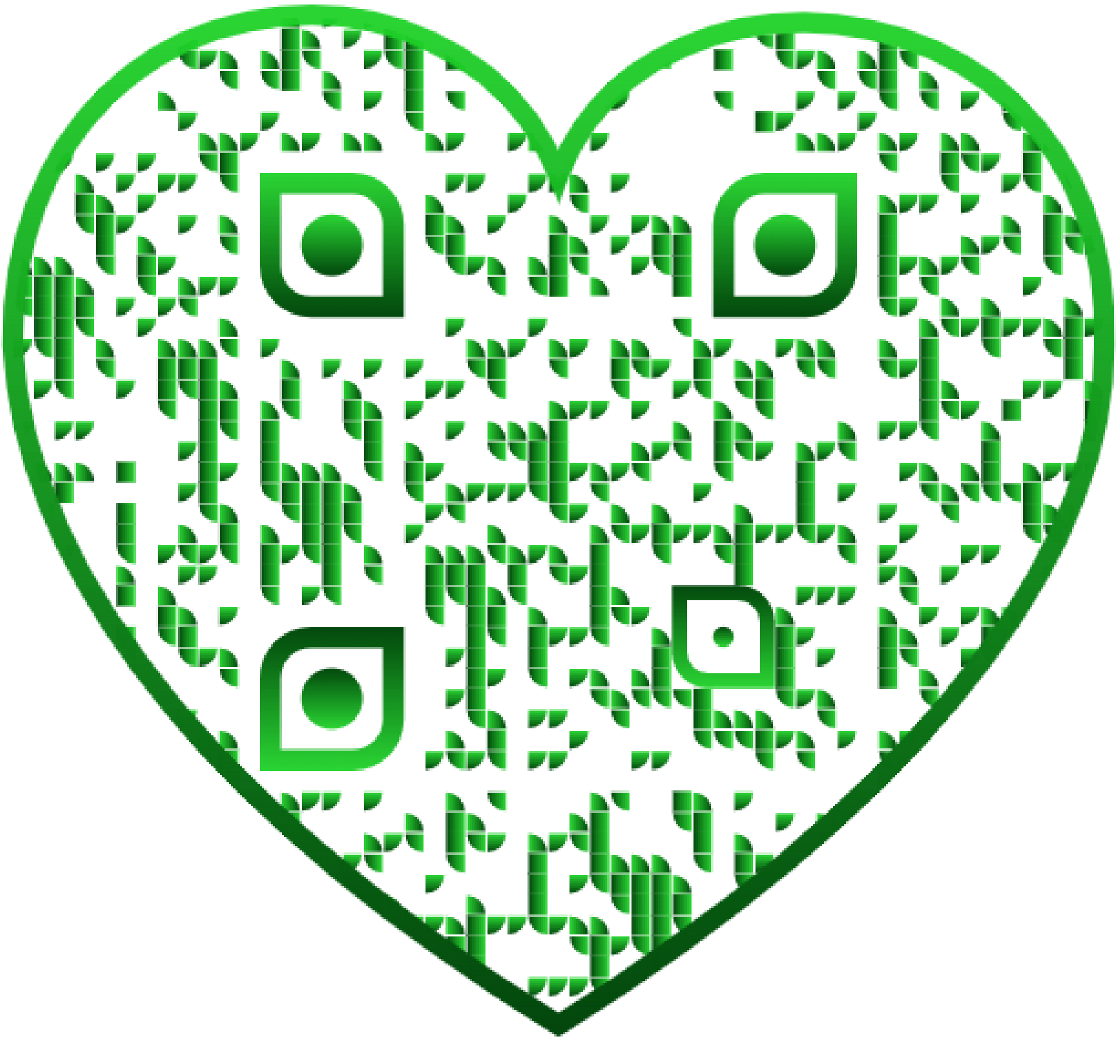

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AUTO EXPRESS ROAD TESTS
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THIS WEEK

VAUXHALL seems to be entering a pivotal period that could dictate the long-term future of the British (though not British-owned) brand one way or the other.

The well documented rise of Chinese entrants to the new-car market is squeezing the mainstream in particular, although Vauxhall is so-far seemingly more resilient than some. While the market was up 4.3 per cent over the first nine months of this year, Vauxhall is slightly ahead at 4.8 per cent, with more than 66,000 cars registered. Others, such as Toyota and Nissan, are feeling more of a squeeze.

But the kicker for anyone who remembers how Ford and Vauxhall used to tussle for top spot in the sales charts, is that while Ford is fourth in the table (behind Kia, BMW and dominant leader Volkswagen), you have to keep scrolling down beyond the top 10 to find Vauxhall in 11th.

Admittedly, fewer than 10,000 cars cover Hyundai in sixth down to MG in 13th, so the boost from the new Frontera alone could propel Vauxhall well into the top 10, but it's a brand that just feels like it's missing a bit of excitement.

The Frontera (driven on Page 30) is a fine example. It's sensible, well priced and has good rear passenger and boot space – all things that owners will really appreciate once they've made the buying decision – but it feels a bit cheap inside and is missing that buzz to grab people's attention in the first place.

It's an ever-more crowded marketplace and not all the brands will survive. A car geek's question on the TV quiz show Pointless could surround the 53 manufacturers that have registered cars in the UK this year. This is an unprecedented number that will inevitably swell further.

Vauxhall's plan for 2026 is to double-down on its heritage, the one strength its UK boss Steve Catlin told me last week that the Chinese brands can't play on. For the first time in a decade you'll see Vauxhall-specific advertising, rather than rebadged Opel stuff from Germany, plus some sportier action with the GSE performance brand. That starts with the 277bhp Mokka GSE but will also spread through trim levels, acting as a halo and, hopefully, giving a bit of extra appeal across the line-up. Because Vauxhall needs to be more than worthy and sensible to thrive in 2025.

> **"VAUXHALL'S PLAN IS TO DOUBLE-DOWN ON ITS HERITAGE, THE ONE STRENGTH ITS UK BOSS STEVE CATLIN TOLD ME LAST WEEK THAT THE CHINESE BRANDS CAN'T PLAY ON"**

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

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TOP STORY SEAT Ibiza

NEW-LO
A FRESH

FIRST DRIVE Revamped supermini shoul
price is right, following SEAT's repositioni

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

AEX AS the most popular SEAT model ever with six million sales over 40 years, you can see why the maker has stayed true to the supermini segment with the new Ibiza. The Spanish brand has doubled down against a tide of fresh all-electric small cars by giving its most compact model a facelift.

We first saw images of the updated Ibiza alongside the revised Arona back in 2023. And while it's taken some time for the production car to arrive, we have now driven it – and on the Spanish island of Ibiza, no less.

This might feel a little like déjà vu, because the current, fourth-generation Ibiza received its first facelift in 2021. But SEAT is raising expectations with the latest one by stressing that it has been shaped by three core pillars: a refreshed exterior, refined interior and a strengthened value proposition – all supposedly making the car more compelling than ever. That last pillar reinforces SEAT's new positioning within the Volkswagen Group, where the company will sit further beneath Skoda and VW as a more budget-focused brand.

Pricing for the new Ibiza is due to be announced in November, although we've been told to expect it to start from less than £21,000, undercutting the platform-sharing Skoda Fabia by around £500. Top-spec versions should sit around the £25,500 mark, so at a similar level to the current car when it arrives in January.

Aside from dropping Xcellence and Black Edition trims, the Ibiza range is pretty recognisable from before. The SE kicks things off, followed by SE Technology, FR First Edition and the FR Sport.

The Ibiza's engine line-up is also unchanged – at least until new mild-hybrid versions join the range in 2027. For now you'll find a 94bhp 1.0 TSI turbocharged three-cylinder petrol linked to a five-speed manual available on all trim levels, while above this sits the same engine with 114bhp and a choice of six-speed manual or seven-speed DSG automatic gearboxes. Other markets get a 148bhp 1.5-litre four-cylinder, but that's not coming to the UK. Neither is the hot 174bhp motor found in the new Fabia 130.

It makes sense that SEAT isn't bringing the more powerful versions here, because as well as being realigned as a budget brand, it also doesn't affect the position of performance brand Cupra. Either way, the 114bhp TSI was our pick of the range before, and given the lack of any technical changes with the latest Ibiza, it remains just that.

When starting off, the three-cylinder has an audible groan to it under hard acceleration – especially if the DSG gearbox needs to kick

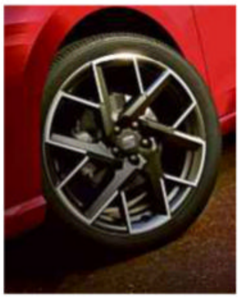
▶

ESSENTIALS

SEAT Ibiza FR Sport

Price: £25,500 (est) **On sale:** January
Powertrain: 1.0-litre 3cyl turbo petrol
Power/torque: 114bhp/200Nm
Transmission: Seven-speed automatic, front-wheel drive
0-62/top speed: 9.9 seconds/ 123mph
Economy/CO$_2$: 51.4mpg/126g/km
Size (L/W/H): 4,059/1,780/1,447mm

ON THE ROAD
Ibiza handles sweetly and doesn't feel slow, despite low power output



FEATURES
Alloy wheel sizes range from 15 to 18 inches, with buyers better off with the smaller rims if comfort is a priority

OOK IBIZA HERALDS DAWN FOR SEAT

d be a hit for Spanish maker if
ng as VW Group's budget brand

"THE 114BHP TSI ENGINE WAS OUR PICK OF THE RANGE BEFORE, AND IT REMAINS JUST THAT"

down a gear or two. However, during most day-to-day driving and at motorway speeds, engine noise subsides. General refinement is pretty good, helped by the seven-speed transmission that feels every bit as smooth here as it does in more expensive VW Group cars.

SEAT quotes a kerbweight (with driver) of 1,144kg, which is featherlight compared to most electric superminis these days. It means that despite the low power figure of the Ibiza FR Sport and a near 10-second 0-62mph time, it never feels slow; there's 200Nm of torque, and the gearbox has a knack of being in the right gear at the right time to make the most of it.

Although it's eight years old now, the Ibiza is still a sweet-handling supermini. We didn't get a tremendous amount of feedback from the front wheels, although the steering feels connected and responsive, plus there's a decent amount of front-end grip to keep things in check. As ever, there are a selection of drive modes – Sport, Normal and Eco – but we found the differences in steering weight and throttle response to be very slight.

A wheelbase of 2,564mm results in a turning circle of 10.6 metres, which is relatively wide for a supermini, yet we had no issue guiding the car around the tight roads of our test route, thanks in part to the quick steering. The wheel is nicely tactile, too, with a thin rim wrapped in perforated leather.

Bucket seats now come standard on FR cars and they're superbly supportive, although the thick shoulder area does block some visibility for rear passengers, making it feel a little more cramped in the back. Boot space is unchanged at 355 litres (four litres more than in a Polo, but 25 litres less than in a Fabia).

FR-badged cars feature lowered suspension, which helps with the Ibiza's cornering manners to an extent. It didn't feel like there was much of a penalty when it came to ride quality, either. However, the wheels – which range from 15 to 18 inches in size – certainly do affect comfort. While big wheels look great, go for the smaller rims if you prioritise a refined ride, .

The Ibiza's cabin is getting on a bit now, but it's a good example of when the VW Group hit its stride for ergonomics. SE models feature an 8.25-inch touchscreen, with higher-spec cars benefiting from a 9.2-inch display. The infotainment has a simple menu layout which makes it easy to use on the move, although loading times between various functions are quite slow. Apple CarPlay and Android Auto connectivity are standard.

In front of the driver you'll find an eight-inch driver's display or a 10.25-inch 'Digital Cockpit' on higher-spec versions. We actually prefer the smaller screen here, which always has a rev counter and speedometer in clear view. Changes SEAT has introduced include a new wireless smartphone charger (three times more powerful than before, with an integrated cooling fan), an excellent sound system with six speakers and a subwoofer, plus black headlining and new door panels.

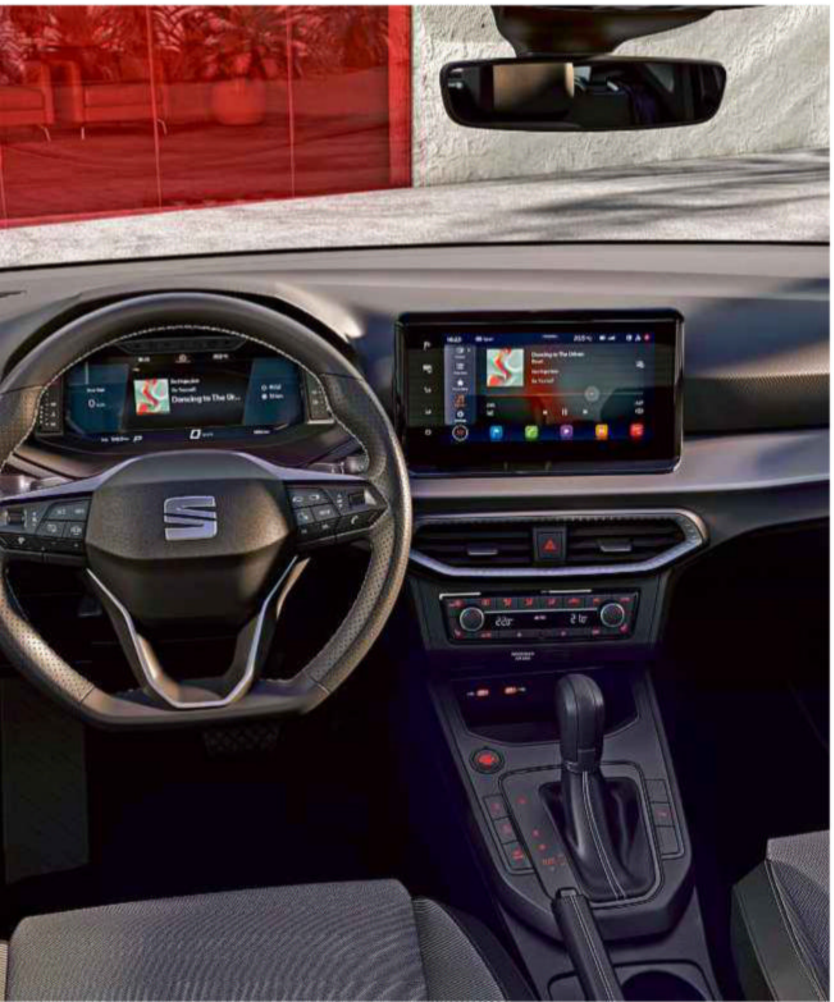
There's not much colour and a lot of the surface materials feel cheap, but parts such as the physical steering-wheel buttons and bank of climate controls on the dash remind us that many newer VW Group cars, with their touch-sensitive haptic controls, can be a lot more frustrating to operate.

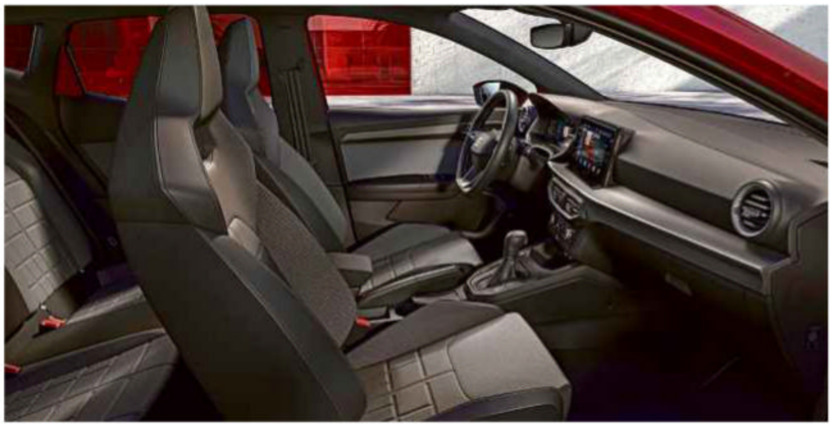
The Ibiza's exterior has been redesigned, too. The grille, front and rear bumpers and headlights (which are LED across the range) are all new. We think the latest Ibiza remains one of the smartest-looking superminis out there, especially in FR trim.

PAGE 12: SEAT's rebirth revealed

TWEAKS
SEAT has given the revised Ibiza a new grille and front and rear bumpers. The standard-fit LED headlights are also fresh

"THERE'S NOT MUCH COLOUR INSIDE AND A LOT OF THE SURFACE MATERIALS FEEL CHEAP"





INTERIOR

Sizes for the two displays (left) increase further up the range; FR cars get bucket seats (below)

VERDICT ★★★½☆

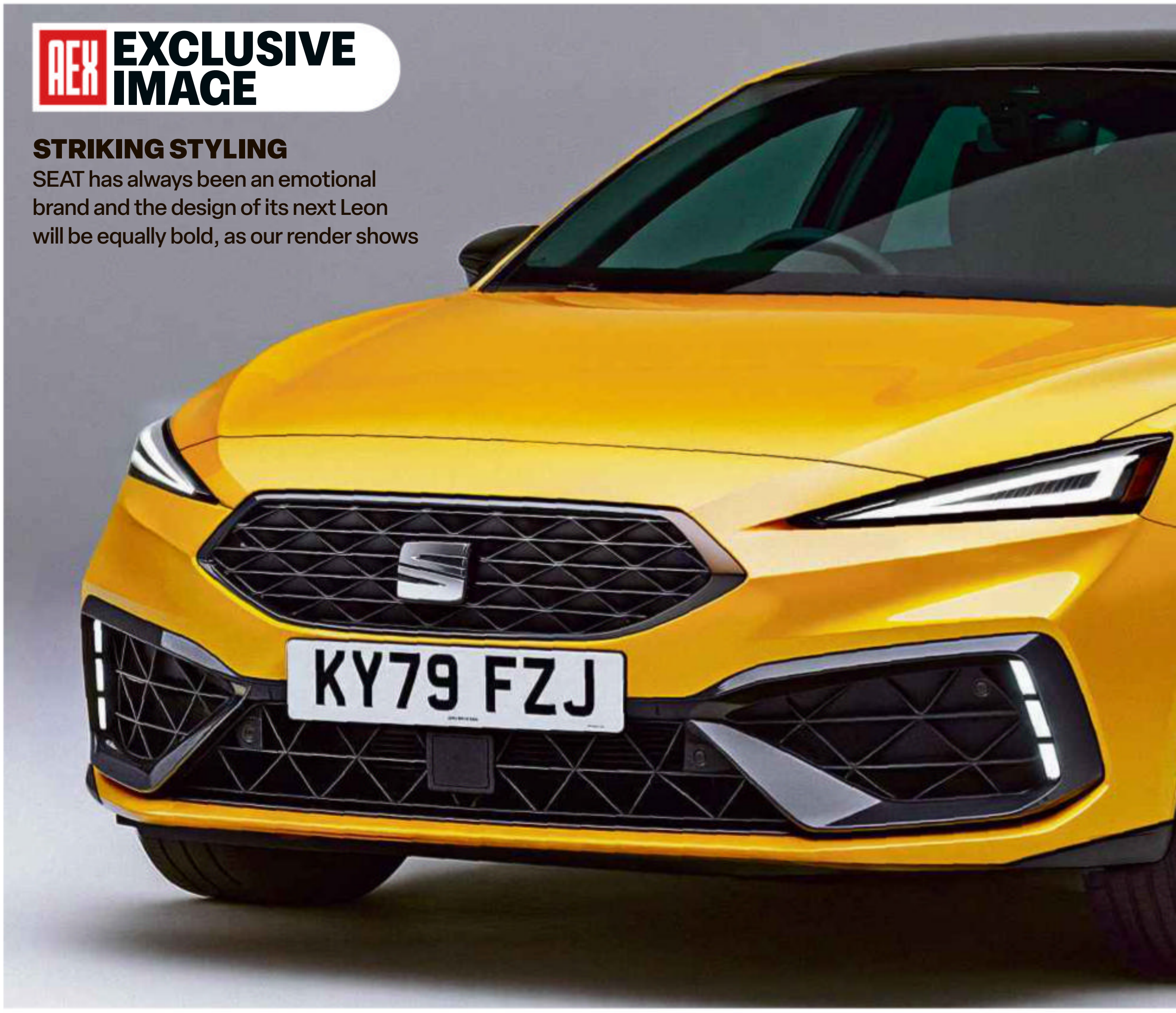
GIVEN SEAT's recent repositioning as the entry brand within the VW Group, pricing will be crucial when the revised Ibiza goes on sale. If it can undercut the VW Polo and Skoda Fabia then it'll continue to be a hugely popular model, because it still does all the basics right. It's a shame we'll have to wait a while for the mild-hybrid models, because they'll definitely add some much-needed refinement and modernity to the Spanish supermini.

New Hybrid Leon se

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

SCOOP Spanish brand SEAT has been lurking in Cupra's shadow, but new inv



STRIKING STYLING
SEAT has always been an emotional brand and the design of its next Leon will be equally bold, as our render shows

WITH Cupra going from strength to strength thanks to a seemingly never-ending suite of new model launches, it seemed like the Volkswagen Group was quietly shuffling SEAT off to retirement. But during a presentation at the delayed media launch of the facelifted Ibiza, SEAT bosses finally addressed mounting questions about its future.

Alongside the announcement that the Ibiza and Arona will get mild-hybrid powertrains in 2027, SEAT also revealed the slow-selling fourth-generation Leon will gain a new electrified engine in 2028 – ahead of an even bigger update in 2029.

That new powertrain will be the full-hybrid system set to appear in the second-generation T-Roc next summer. We already know the set-up will comprise a 1.5-litre four-cylinder petrol engine with an electric motor mounted to a seven-speed DSG automatic transmission. It'll be offered with a choice of power outputs: 134bhp or 167bhp.

With the ability to power the front wheels via the petrol engine or electric motor, we're expecting big improvements when it comes to fuel economy and emissions. The full-hybrid is not only set to arrive on the Leon hatch, but the Estate variant too.

Shortly after the hybrid model's launch, SEAT will bring an "updated Leon range" to market in 2029. Given the current car will be almost 10 years old by then, we expect a significant reskin. It'll likely sit on the same MQB evo platform as the existing car, meaning that alongside the full-hybrid, there'll be the possibility of retaining mild-hybrid and plug-in hybrid engines – something that SEAT says is "key for market penetration".

Further detail is thin on the ground for now, but we expect an evolution of SEAT's current design language, with a sharp, angular look along with updated platform technology and a major interior overhaul. Our exclusive image previews what the revised Leon could look like, with a sporty, simple design that separates it from other VW Group hatches – including the closely-related Cupra brand.

Speaking exclusively to Auto Express, Sven Schuwirth, SEAT's executive vice president for sales and marketing, told us: "You will be surprised. Last year we introduced changes to infotainment and the addition of the [Leon] plug-in hybrid – there will be a bigger update in 2029".

The Leon will be a key car for SEAT because there doesn't appear to be a plan for a second-generation Ateca SUV. Markus Haupt, CEO of SEAT and Cupra told Auto Express: "Ateca is a car we launched with lots of success, we even made a Cupra out of it. Now we have the [Cupra] Terramar, that is complementary to the Ateca, [so] we prioritise small [cars]; they are the ones that need an update."

SVEN SCHUWIRTH VP, Marketing

"WE DON'T LIKE ONLY FOCUSING ON VALUE. WE ARE A SPANISH BRAND AND WE WILL KEEP SOME OF THE EMOTIONAL LEVEL - THAT IS AN ASSET"

SEAT is now seen as an 'entry' brand in the VW Group, meaning pricing will be of increasing importance for the Leon and other models in the future. With the aim of undercutting VW and Skoda, we asked Schuwirth about the potential of SEAT rivalling even the likes of Dacia for price.

"We could be, depending on the car", he told us. "We don't like focusing on value alone, we are a Spanish brand and we will certainly keep some of the emotional level, because that is a real asset."

ecures SEAT's future

estment will mean new cars

Avarvarii

SEAT'S ROAD TO THE FUTURE

Spanish brand's regeneration plans, model by model

NEW **2026** NEW IBIZA & ARONA

2027 MILD-HYBRID IBIZA & ARONA

2028 FULL-HYBRID LEON

2029 UPDATED LEON RANGE

Ibiza EV is on the cards, but the revised car (above) will live on for a while yet

All-electric Ibiza is set to follow – but not yet

WE'VE learned that SEAT's Ibiza and Arona will get mild-hybrid power in 2027 and the Leon will receive a full-hybrid powertrain in 2028 – and now it turns out that the Spanish firm is looking even further ahead, with the potential for an all-electric Ibiza.

We asked Sven Schuwirth, SEAT's executive vice president for sales and marketing, about the likelihood of the Ibiza living on into an electric future. He responded: "For sure. As a name it'll continue independently of the technology – whether that is full-combustion, electrified-combustion or a full-electric powertrain.

"Today, I can't give you an exact answer. Ibiza, for sure we will retain the name – it's a real asset for us. You say 'I'm driving an Ibiza', you don't say 'I'm driving a SEAT Ibiza', it's a bit like the [Volkswagen] Golf."

SEAT is one of the few brands yet to have an all-electric car, despite its VW Group stablemates all having at least one full EV in their respective line-ups, or in VW's case, an entire range of them.

The Ibiza has just celebrated its 40th birthday and it's SEAT's most popular car ever, with the supermini selling nearly six million cars globally in that time. Given its size, we would expect any future model to make use of the 'MEB Entry' platform that will underpin the Volkswagen ID. Polo and the Cupra Raval, both due next year.

Don't expect the Ibiza EV any time soon, though. Schuwirth added that "in the time frame we shared today [up to 2029] there won't be any electric SEAT. It's not affordable in terms of technology. We need to look at the willingness of consumers to pay when what we've seen is a slow-down [of EV sales]."

In the meantime, SEAT will focus its efforts on hybridisation to extend the lives of its current cars. Schuwirth added: "We need to fulfil our CO_2 goals and what the customers are asking for – which is why we're intensifying our efforts on electrification. Having a full hybrid alongside a plug-in hybrid is key for market penetration."

> **"WE NEED TO LOOK AT THE WILLINGNESS OF CONSUMERS TO PAY WHEN EV SALES ARE SLOWING DOWN"**
> Sven Schuwirth, VP Marketing

PREVIEW JAPAN MOBILIT

BREAKING The Japan Mobility Show has opened its doors – and these are the cars making a splash in Tokyo

ALL of the big Japanese brands have a strong presence in Tokyo, and as Auto Express went to press the models below were the ones we'd been given an early preview of – although more than a few surprises still seem likely. Domestic manufacturers are leading the way at the spectacular 2025 Japan Mobility Show thanks to an array of futuristic concepts, huge new reveals

Honda Super-N city car in the s

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

HONDA is back in the small EV game with the funky Super-N hatch – an affordable, fun-to-drive electric city car that will go on sale in the UK next year. The firm previewed the model at the 2025 Goodwood Festival of Speed, but it's now been revealed in full at the Japanese Mobility Show, including some insights into what's under the skin.

The new Super-N is based on the Japanese-market N-One e, an electric version of the brand's popular kei car. However, Honda has made substantial changes to the Super-N destined for the UK that will position the model as not just an efficient city car, but one that's fun to drive, too.

Key changes start with a wider chassis and larger wheels. As well as helping handling, they play a key role in transforming the narrow, upright car into quite an aggressive design.

The nose takes some inspiration from the Honda e, but its friendly face has been replaced with a more purposeful look. The charging point is on the nose, rather than the bonnet.

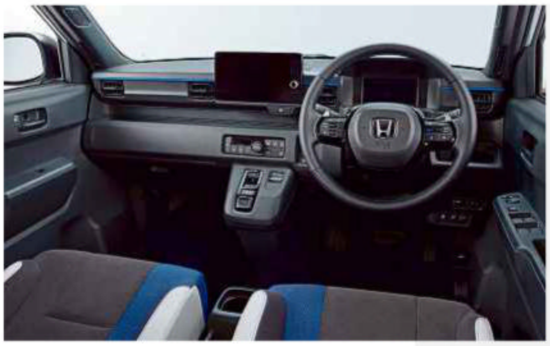
There's more style-led detailing around the rear, but practicality hasn't been forgotten, thanks to a low bootlid that will aid loading.

Inside, the Super-N's origins are clear, with a simple and space-efficient design. The upper dashboard is straight from the Japanese-market model and the layout is simple, with two small screens: one handling infotainment and the other the main driver's display. Running along its entire length is a small shelf, with a larger bin to the right. Even the clever packaging can't disguise the fact that the Super-N's cabin is very narrow, though.

No battery size, performance outputs or range estimates have been revealed – we'll have to wait for an early test drive for those. However, the company has integrated a clever 'Boost' mode that should make this little EV lots of fun to drive.

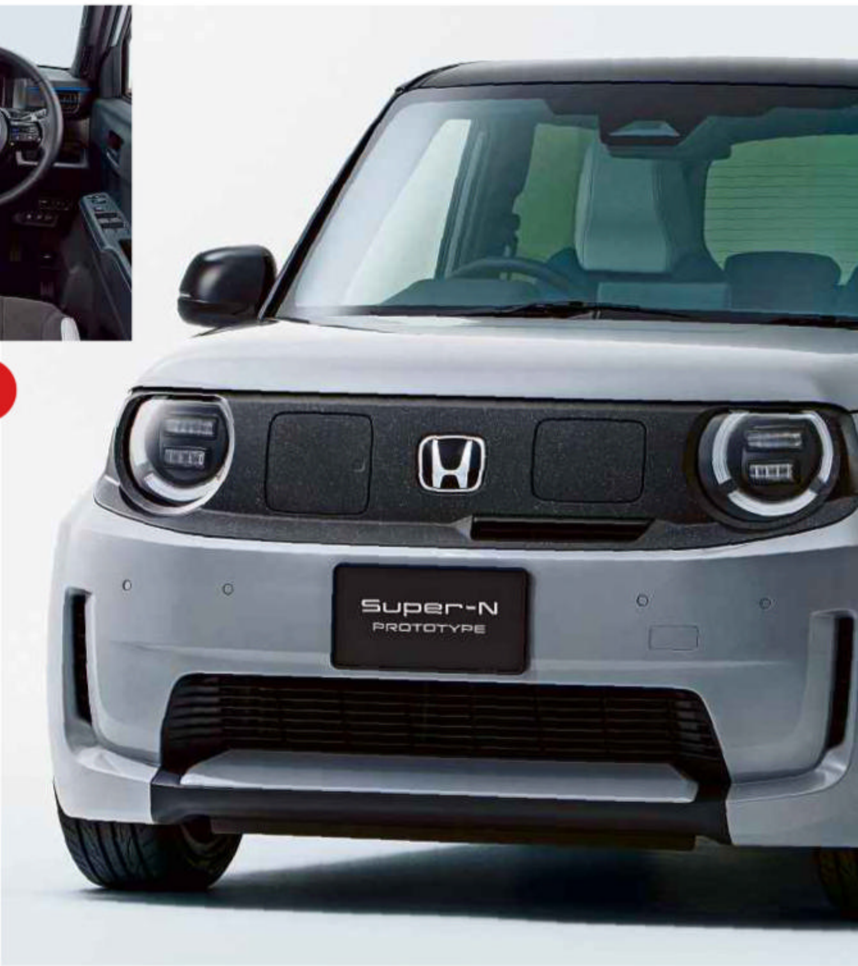
As well as sharpening throttle response and increasing performance, Boost mode also introduces fake engine noises and gearshifts. It's activated by a small switch on the steering wheel, and there are paddles to 'virtually' swap gears as you drive.

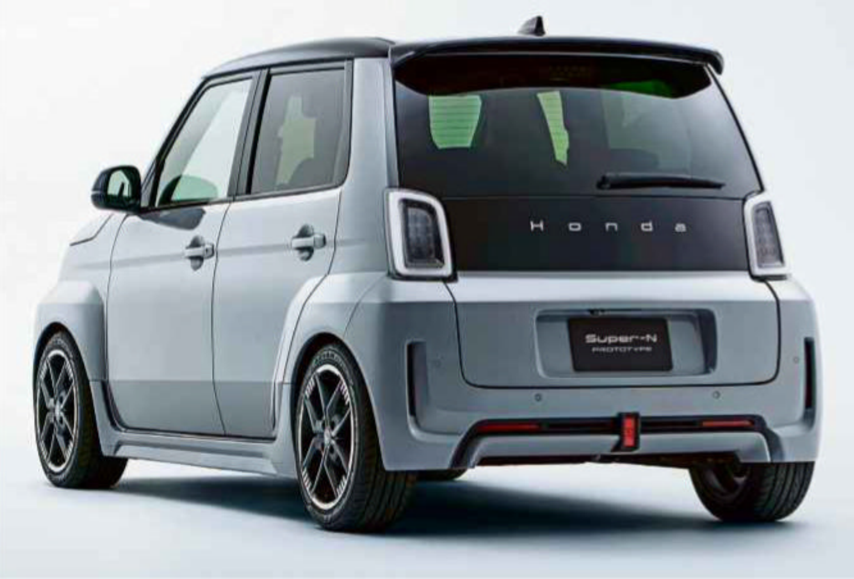
In terms of range, we suspect it'll be unlikely that this model will match its key competition, which isn't surprising given its unashamedly urban focus. The Japanese-market Honda N-One e on which it's based is



SHOW STAR

FUNKY AND FUNCTIONAL
Cabin is narrow as a result of kei car origins, but clever packaging has maximised Super-N's interior space





Y SHOW

and cutting-edge tech. The show officially opens its doors to the media today (29 October), so stayed logged on to our website for all the latest reveals and breaking news from Tokyo.

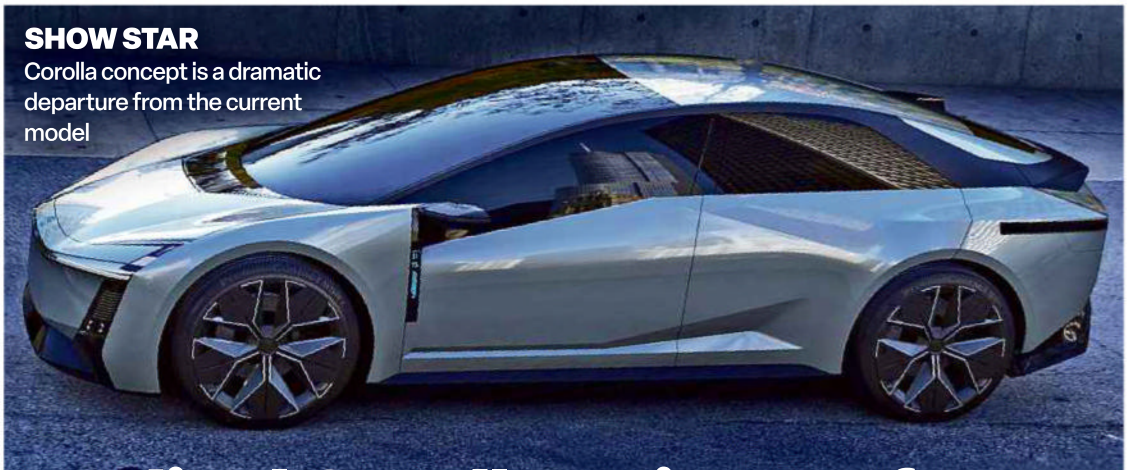
potlight

quoted as being able to travel around 167 miles on a charge.

Honda hasn't revealed pricing, but has suggested that it will cost under £30,000, putting it in the same ballpark as the Fiat Grande Panda, Hyundai Inster and Renault 5.

The Honda is smaller than those cars, though, and its range isn't expected to be as high.

Little else is known about the Super-N at this stage, but it's a natural replacement for its now-defunct electric Honda e city car.



SHOW STAR
Corolla concept is a dramatic departure from the current model

Radical Corolla points to future

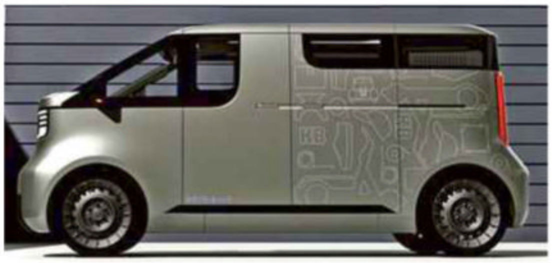
TOTALLY reimagining the world's second highest-selling car is reason enough for plenty of attention, but Toyota doesn't seem worried when it comes to the new Corolla.

One of the stars of the show is its fresh take on the core model, and with it comes a striking new design. It features a dramatically raked windscreen that dives right to the front wheelarches, plus a dramatic window line, fastback tail and thin lights.

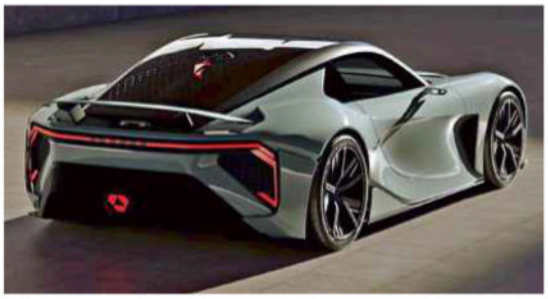
Toyota is being coy about powertrains, including whether this future Corolla will retain its hybrid powertrains or adopt an all-electric option for the first time. Any big change to the Corolla is a huge undertaking, but radical steps will be required for it to stay on top.

Toyota is plotting loads of brand-new electric vans

TOYOTA'S other critical concept at the show is a collection of vans that will form the basis for its future commercial range. While most of Asia (except for the increasingly captive Chinese market) is slower than Europe in its take-up of EVs, Toyota looks to be preparing for the switch. Will we see these in Europe and the UK? Only time will tell, but the EV van market is growing at pace.



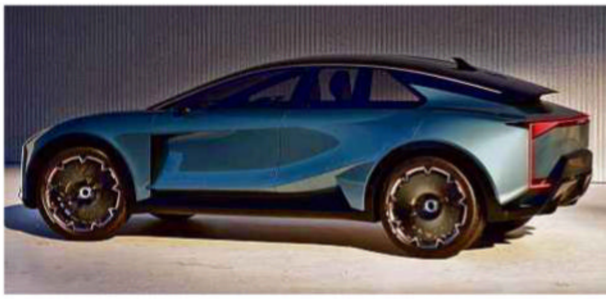
Lexus teases sporty EV



ADDING further fuel to the fire of Lexus's EV sports car ambitions, the concept first seen at Pebble Beach, California in August has shown its face for a second time in Tokyo, but with added context.

This isn't the GR-badged V8-powered supercar that we expect to see in the near future, but an all-electric machine that will top the EV-focused Lexus range. Will people bite, or will it stall like Maserati's ill-fated MC20 EV? We'll have to wait and see.

Sneak peek at posh SUV

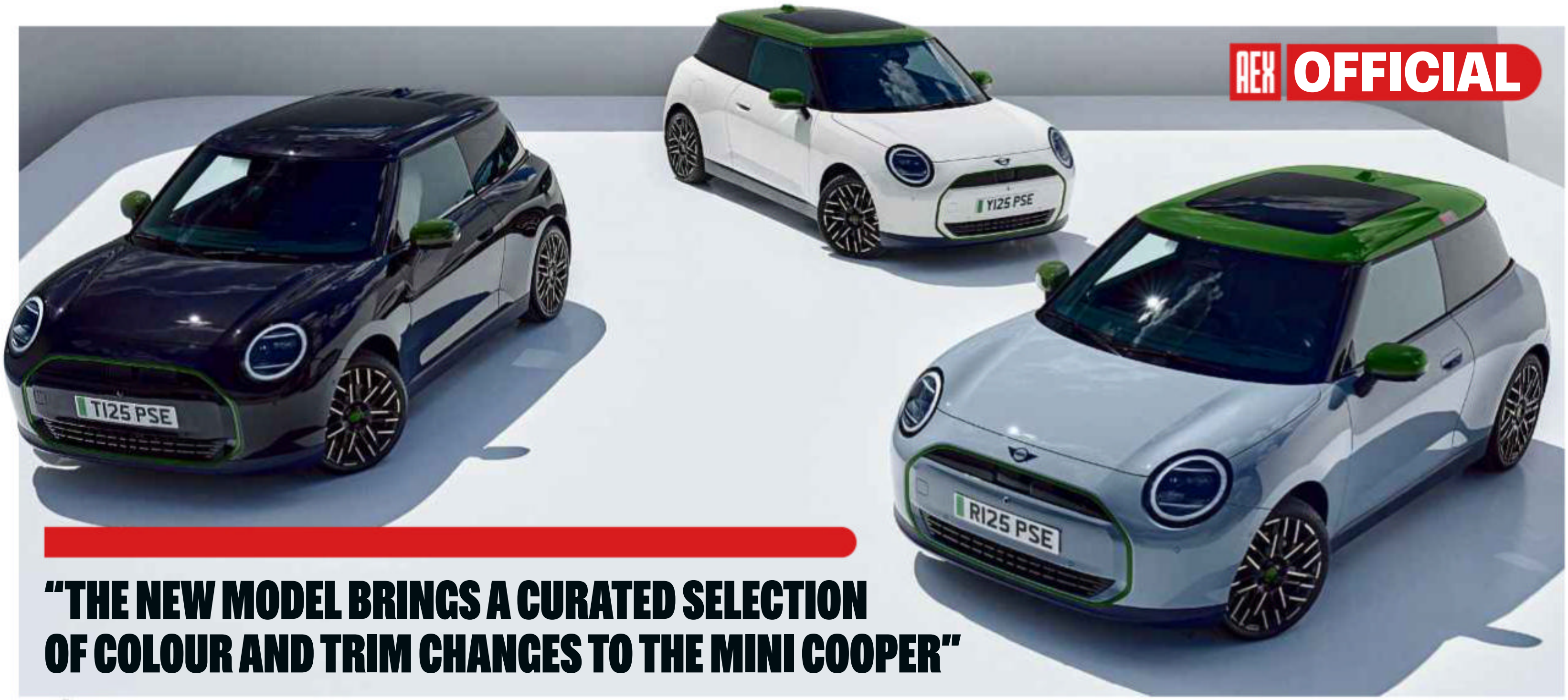


THE LS saloon was a groundbreaking car for Lexus, but even icons such as this can't escape the march of time. While many people used to see a large three-box saloon as a car to aspire to, it's now the luxury SUV which holds that position.

Lexus's LS SUV concept is just that, a super-high end SUV that prioritises comfort and dynamism above all else. It's one to rival premium EV rivals such as the Mercedes EQS SUV and BMW's next X5.

Smith has designs on M

Fashion guru Paul Smith joins forces with Brit brand again for new special-edition Cooper model



> **“THE NEW MODEL BRINGS A CURATED SELECTION OF COLOUR AND TRIM CHANGES TO THE MINI COOPER”**

Jordan Katsianis

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MINI has teamed up with the iconic British clothing designer Paul Smith to create a new special edition of its electric MINI Cooper. Called the MINI Paul Smith Edition, the new model brings with it a curated selection of colour and trim changes to the MINI Cooper Electric, and will spread to petrol-powered MINI Cooper models in the future.

Prices start from £32,705 – around £2,300 more than the current top-spec Sport trim – with first cars reaching customers in spring 2026.

This isn't the first time that MINI and Paul Smith have collaborated, with the brand's first tie-up taking the form of a one-off original Mini with a body painted in the brand's iconic coloured stripes back in 1999.

The new car is available in three colours, two of which – Statement Grey and Inspired White – are unique to this model. These can be paired with two roof colours, Jet Black or Nottingham Green, with standard 18-inch Night Spoke wheels finished in Dark Steel. From here, though, the Paul Smith motifs are a little less subtle. When fitted with a green roof, MINI colour matches some trim, including the grille surround, mirror caps and wheel centre caps. There's also a small stripe on top of the rear glass in Paul Smith's iconic colours.

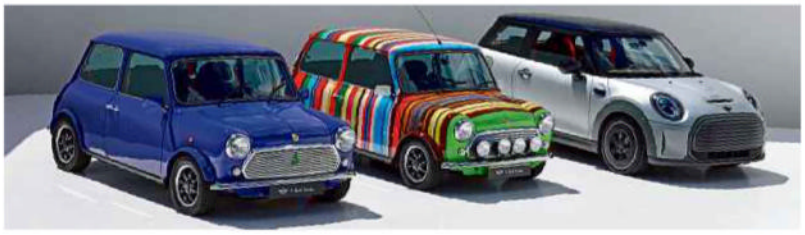
Cars with the black roof have a monochrome version of these same stripes in a full-sized decal across the roof. They also retain their green highlights and all feature unique Paul Smith badging on the tailgate.

All cars have the same colour and trim package inside, based on a dark-finished cabin with unique elements, including a striped dash insert and on the steering wheel's third spoke.

The Paul Smith Edition is otherwise identical to the MINI Cooper Electric, and will be available with the Cooper E and SE powertrains. This sees the base car pack an 181bhp motor and a 40kWh battery for up to 186 miles of range. The SE increases the battery size to 52kWh, with a more powerful 216bhp e-motor and a range of up to 247 miles.

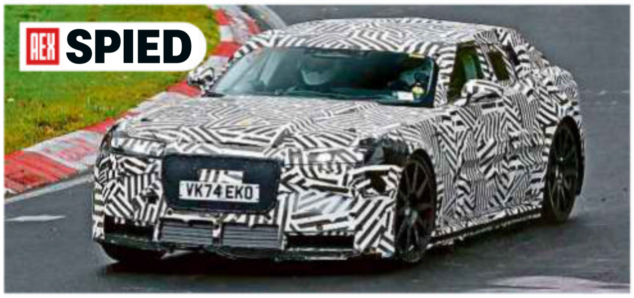
Petrol-powered versions will be announced further down the line.

ON SHOW
MINI is revealing the Paul Smith Edition at the Japan Mobility Show in Tokyo this week. The car gets Smith's trademark stripes (below) and blue leather seats



New Paul Smith MINI (right) lines up with his 1999 version of the Mini (centre)

MINI's EV



Automedia

Our spies have spotted Jag's hyper-EV prototype testing

Prototype gives more clues to Jag's upcoming hyper-EV

JAGUAR'S long-awaited hyper-EV is inching closer to its reveal, but before we see the car in its final form next year – or something very close to it – prototypes continue to pile on the miles across the globe. However, there is something to learn from these later vehicles, as they slowly reveal more of what's hiding under the camouflage.

Key changes on this new prototype reveal an outline of the production car's headlights. These sit quite high and should feature the latest digital LED tech. The lower bumper shows vents that we expect will open and close depending on the electric powertrain's cooling requirements, too.

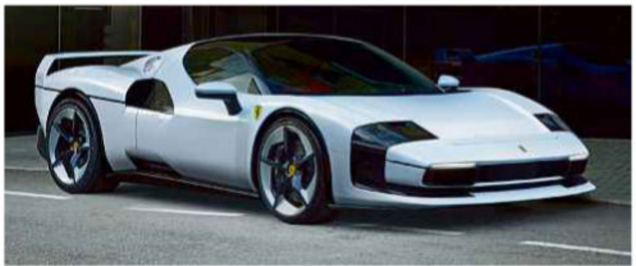
We can now also see production metalwork, revealing the car's flared wheelarches and crisp, smooth bodywork.

One-off SC40 special pays homage to Ferrari F40 icon

THE latest in a long line of unique, tailor-made commissions from Ferrari has been revealed – a car specially created for one of the brand's most auspicious customers. Based on the 296 GTB, the Ferrari SC40 gave the brand's designers a chance to flex their muscles. As usual, the price is undisclosed, but these one-off models tend to cost well over seven figures.

For its design, the SC40's lucky owner turned to the F40 for inspiration. Its influence is highlighted by sharp, angular lines and a tall static rear wing. Inside, the SC40 carries across the 296 GTB's existing interior, but the colour and trim elements take direct inspiration from the eighties' Ferrari F40.

Power comes from the GTB's 818bhp twin-turbo V6 hybrid. Top speed is 202mph and the 0-62mph time is 2.9 seconds.



Macan Electric GTS is offered in Carmine Red – a traditional GTS colour – or 14 other hues

New Porsche Macan Electric GTS charges in with 563bhp

Ellis Hyde

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AEX IN the world of Porsche, the GTS models have gained a reputation for being the sweet spot within the model line-up. They offer additional chassis tweaks compared with lesser models, plus some extra power without stepping on the toes of the range-topping Turbo variants.

The new Porsche Macan Electric GTS is on sale now, costing from £89,000. It has two electric motors; one up front, and a larger, more powerful one at the rear – just like the Turbo version – to provide a more rear-biased feel to the powertrain.

It produces 510bhp, or 563bhp when launch control is activated, plus 990Nm of torque. The result is 0-62mph in just 3.8 seconds, and if you're on a German autobahn, 0-124mph in 13.3 seconds. Top speed is electronically limited to 155mph.

In case you're curious, the mid-range Macan 4S spits out up to 510bhp, does 0-62mph in 4.1 seconds and has a top speed of 149mph. Meanwhile, drivers have 630bhp at their disposal in the Macan Turbo, which can cover 0-62mph in only 3.3 seconds and maxes out at 162mph.

Porsche engineers have made some refinements to the Macan's sports air suspension for the GTS, reducing the ride height by 10mm, which gives it the lowest centre of gravity in the model range.

Unique damper and anti-roll bar tuning is supposed to improve agility and handling precision. An electronically controlled differential lock boosts traction, and it's been positioned directly behind the rear motor to help achieve a 48:52 rear-biased weight distribution.

Porsche Traction Management and Porsche Torque Vectoring Plus are standard, along with the Sport Chrono Package that adds track telemetry and a special Track Mode. This prepares the car for high-intensity driving by increasing the battery cooling and minimising the power loss caused by heat build-up, which results in better sustained performance.

The Macan GTS offers up to 363 miles of range from its 100kWh battery. Thanks to an 800V electrical system and maximum charging speed of 270kW, Porsche says a 10 to 80 per cent top up takes 21 minutes.

There are new front and rear bumpers, plus redesigned side skirts. Inside, the Macan GTS features lots of Race-Tex – Porsche's alternative to Alcantara.

New BYD Atto 2 DM-i is the plug-in hybrid with no rivals

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SUV due to arrive next year with top-selling Ford Puma firmly in its sights

AEX OFFICIAL
BYD
ATTO 2 DM-i

THE small-car segment has so far shunned plug-in hybrid powertrains, with affordable downsized petrol engines maintaining favour and EVs gaining in popularity. That makes the new BYD Atto 2 DM-i – a Ford Puma-sized plug-in hybrid SUV – a car without rivals; something its maker hopes will prove a unique selling point in the brand's quest for total market domination.

Visually inseparable from its electric stablemate, the Atto 2 PHEV apparently gets a slightly larger grille and new, decorative elements for the lower bumper. It also loses the side vents in the front wings and gets redesigned badges at the back. The new Midnight Blue colour seen here is exclusive to the plug-in hybrid.

There's very little information about what will power the Atto 2 DM-i, but the 'Super Hybrid' system is said to be capable of covering up to 90km (56 miles) on electric power alone, with a total combined (petrol and electric) range of "more than" 1,000km – or 621 miles.

BYD says the newcomer's 'intelligent' powertrain – DM-i stands for Dual Mode Intelligent – "maximises efficiency on longer journeys" and can cycle between its various drive modes automatically, as and when required.

Two versions of the Atto 2 DM-i will be offered with "different battery sizes, EV and overall range, power outputs and performance", according to the manufacturer – suggesting the stated numbers most likely apply to the top-spec model. We expect a less powerful version with a smaller battery and shorter range to kick off the line-up with a temptingly low list price.

Given the existing Atto 2 EV starts from £30,850 and the larger Seal U DM-i costs just over £33,000, the hybrid Atto 2 should come in comfortably below £30k. While the car has no direct rivals, BYD will be looking to steal sales from the popular Puma, as well as hybrid alternatives such as the Toyota Yaris Cross.

We'll be driving the Atto 2 DM-i in November, with sales set to start early in 2026 and first deliveries arriving by the spring.

PLUG-IN
Atto 2 PHEV can cover a claimed 56 miles on electric power alone, according to Chinese firm BYD

> **"BYD SAYS THE NEWCOMER'S 'INTELLIGENT' POWERTRAIN CAN CYCLE BETWEEN ITS VARIOUS DRIVE MODES AUTOMATICALLY"**

Newcomer will feature internal combustion and electric powertrains

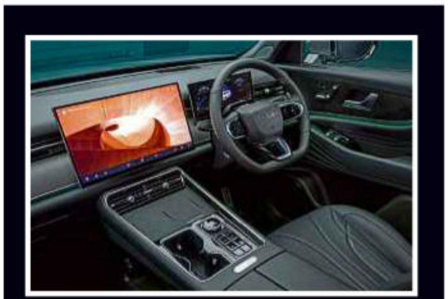
Omoda 4 due in 2026

CHINESE brand Chery has revealed fresh information, and a new name, for its next European-focused compact SUV. Following on from the popular Omoda 5, the new Omoda 4 will arrive in the UK in 2026 with petrol and all-electric powertrain options.

If you think the car looks similar to the recently revealed Omoda 3, that's because it's the same model, only now with a new name.

We're still a little too far away from the model's UK launch for precise powertrain information, but this B-segment SUV should sit on the T1X platform that's already found under the Omoda 5, suggesting that it'll share a similar selection of drive systems.

In the case of the ICE model, it could have a 1.5-litre four-cylinder turbocharged petrol engine that powers the front wheels. The EV should also share parts with the 5, which runs a 61kWh battery and a single motor for more than 250 miles of range.



Summit trim features leather seats

Flagship Tiggo 9 seven-seater SUV joins Chery range

IF you want a seven-seat SUV and are looking for maximum bang for your buck, then feast your eyes on the new Chery Tiggo 9 – a flagship family car with 422bhp, all-wheel drive and a plug-in powertrain that's claimed to be capable of up to 91 miles of electric-only running.

Costing £43,105, it follows on from the Tiggo 7 and Tiggo 8 and is the new range-topper in the Chinese brand's three-car line-up.

Under the subtle styling sits Chery's Super Hybrid powertrain, comprising a 1.5-litre turbo petrol engine with twin electric motors and a 34.46kWh battery. Combined, the set-up offers 422bhp and 580Nm of torque for a 0-62mph time of 5.4 seconds. All in, Chery claims more than 650 miles of range. The Tiggo 9 has DC rapid-charge speeds of up to 71kW, allowing for a 30 to 80 per cent top up in "around 18 minutes".

Just one trim will be offered, called Summit, which includes heated and ventilated leather seats front and rear, a powered tailgate, 540-degree cameras and automatic parking, plus a 14-speaker Sony stereo. The car is on sale now with deliveries starting before the end of the year.

LEADING THE CHARGE
Three trims are available for the EX5, which is the first of 10 models Geely plans to launch in the UK

Geely launches with discounts on its EX5

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CHINESE car maker Geely has launched in the UK with all discount guns blazing, offering up to £4,750 off its top-spec EX5 Max electric SUV. It exemplifies the downward price pressure that Chinese manufacturers are exerting, with Leapmotor, MG and Changan also running with substantial four-figure incentives.

The 4.6-metre-long Geely EX5 rivals large electric crossovers such as the Kia EV6, Hyundai Ioniq 5 and Changan Deepal S07, with prices starting from £31,990 on the road (before discounts).

The front-mounted electric motor offers decent performance, with a 6.9-second 0-62mph sprint. The 267-mile range isn't so clever, although the 160kW DC charge rate is good for a 30-80 per cent top up in 20 minutes.

Geely is stepping into the market with 25 dealers across the UK, and the sales company is in advanced talks to open another 25 outlets by the end of the year and have 100 locations by December 2026. It's all part of a huge Chinese retailer rollout across the UK: Auto Express research reveals that there are now a staggering 755 dealers selling Chinese vehicle brands here.

SE-spec cars (subject to £2,300 off) get 18-inch alloys, keyless entry, 360-degree surround cameras and a storage drawer beneath the rear seats. Move up to the Pro trim for 19-inch alloys and 256-colour interior lighting for £33,990 – less a £3,200 'Geely EV grant' – and at the top of the range there's Max, which costs £36,990 and gets a panoramic sunroof, auto tailgate, heated and ventilated front massaging seats plus a 16-speaker upgraded stereo.

There's also a head-up display in the flagship model, which gets the top-whack discount. Buyers could qualify for a further £1,000 off, if they trade in a petrol or diesel car for the EV. Order books are open now.

The EX5 has an eight-year, 125,000-mile warranty. Most buyers will qualify for a discounted Andersen EV or Cord Power Technologies charger, or £500 public charging credit through Octopus Electroverse. Octopus is also part of the ecosystem to offer charging and tariff support at home, while Green Flag is the roadside assistance provider.

The EX5 is just the start from Geely, whose holding company owns or has significant stakes in Polestar, Volvo, Lotus and Smart. "Over the next three years we'll introduce around 10 new models, across multiple market segments," said Mike Yang, Geely Auto UK general manager.

EQUIPMENT
Geely is packing the EX5 with kit, including heated seats and multi-speaker audio systems

AUTO EXPRESS

FIRST FOR DRIVES

24 FERRARI 296 SPECIALE
Supercar hits high watermark

28 SUZUKI e VITARA
Our verdict on brand's first EV

30 VAUXHALL FRONTERA
Entry-level EV evaluated

Honda Prel

Alex Ingram

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FIRST DRIVE A legend returns as Hond
coupé market, but hybrid engine can't r

IT has been 25 years since Honda last produced a Prelude. Back in the late nineties and early 2000s, stylish yet attainable coupés from mainstream brands were all the rage. Alongside the Prelude, you could choose from a Vauxhall Calibra, Fiat Coupé, the beautiful Peugeot 406 Coupé, or something a little more upmarket, such as an Alfa Romeo GTV, Volvo C70 or BMW 3 Series Coupé.

Of those brands, only one of them offers a two-door option today: BMW. But, after two-and-a-half long decades, Honda has returned to the segment, with modest targets for the new car: an aim of 400 UK sales in the first year, followed by 500 in 2027 – far fewer than BMW 2 Series Coupé annual sales.

But we don't see Honda having trouble selling that many, simply on looks alone. The Prelude's sleek, futuristic shape is fantastic in the metal; enough to turn heads in many of the poshest parts of our Cote D'Azur test route, even in a muted grey finish.

Inside, things are a little more sensible. The dashboard design largely mimics that of the Civic, which means the ergonomics are pretty much flawless. Unusually, Honda has used two different shaped front seats, with the driver's one getting more bolstering than the softer passenger side. We'd like the driver's seat to adjust a little lower, though. There are smart materials on the dashboard, including blue Prelude lettering stitched in, while two colour themes – blue with white highlights or blue with black accents, perk things up.

While the Prelude has four seats, the back two are hampered by that dramatic roofline. As a result,

"It's the way in which it drives, looks and makes you feel that matters the most"

ESSENTIALS

Honda Prelude

Price: £40,995 **On sale:** November
Powertrain: 2.0-litre 4cyl, petrol hybrid
Power/torque: 181bhp/315Nm
Transmission: Single-speed auto, front-wheel drive
0-62mph/top speed: 8.2 seconds/117mph
Economy/CO_2: 61.4mpg/103g/km
Size (L/W/H): 4,425/1,880/1,355mm

ON THE ROAD
Chassis dynamics are excellent, with a set-up based on that of the Civic Type R

ude

la bounds back into the
match sharp dynamics

they're only really suited to children, or for folding down flat and using as extra boot space. A 2 Series Coupé is far roomier for passengers.

But practicality is far from the most important thing about a sporty car such as this – it's the way it drives, looks and makes you feel that matters most. And here's where the Prelude gets interesting.

Earlier generations were famed for pioneering mechanical four-wheel steering on a mass-produced car. While there's no rear-axle assistance on this latest one, there's plenty of clever chassis tech beneath the skin. The Prelude is based on the Civic – a car that drives pretty sweetly in its own right. It's even better in Type R form, which is why Honda has lifted some of the clever chassis features of its hot hatch and applied them to the new coupé. These include the Dual Axis front suspension design, designed to eliminate the torque steer that affects so many high-performance front-wheel-drive cars, but also increases negative camber on the outside wheels when cornering. At the rear, there's a multilink set-up. Adaptive dampers are standard, and they're designed to be a little more compliant than the Civic Type R's system. Honda's Agile Handling Assist – already used on the standard Civic, but tuned to be more responsive here – brakes individual wheels when cornering to improve agility.

On fast roads, it's clear that borrowing from the Type R has paid off hugely – in terms of both ride and handling, the Prelude really hits the spot. The balance is wonderfully neutral for a front-wheel-drive car. When pushing it on the glorious twisting roads of the Route Napoléon, prolonged switchback bends felt completely approachable; lifting gently when the front tyres could offer no more grip neatly tucked the nose back in line.

Combined with minimal body roll and responsive changes of direction, it's a lot of fun. It's helped by steering which, although not loaded with feedback, is precise, well weighted and feels perfectly matched to the suspension.

While we'll give a more definitive answer on ride comfort once we get the Prelude on UK roads, first impressions suggest it's spot on – slightly firmer than the standard Civic, but more supple than the Type R. The Brembo brakes inspire confidence, too, with the additional

RUNNING GEAR A 2.0-litre petrol engine supports a hybrid drive system (top) while bespoke Brembo brakes keep things in check

assistance of regenerative braking, which not only helps slow the car down, but also feeds some energy back to its hybrid battery.

That element will feel unfamiliar to Civic Type R owners and that's because, as much as we'd like to see that car's 2.0-litre turbo in the Prelude, instead it borrows the less dramatic e:HEV hybrid powertrain from the standard hatchback.

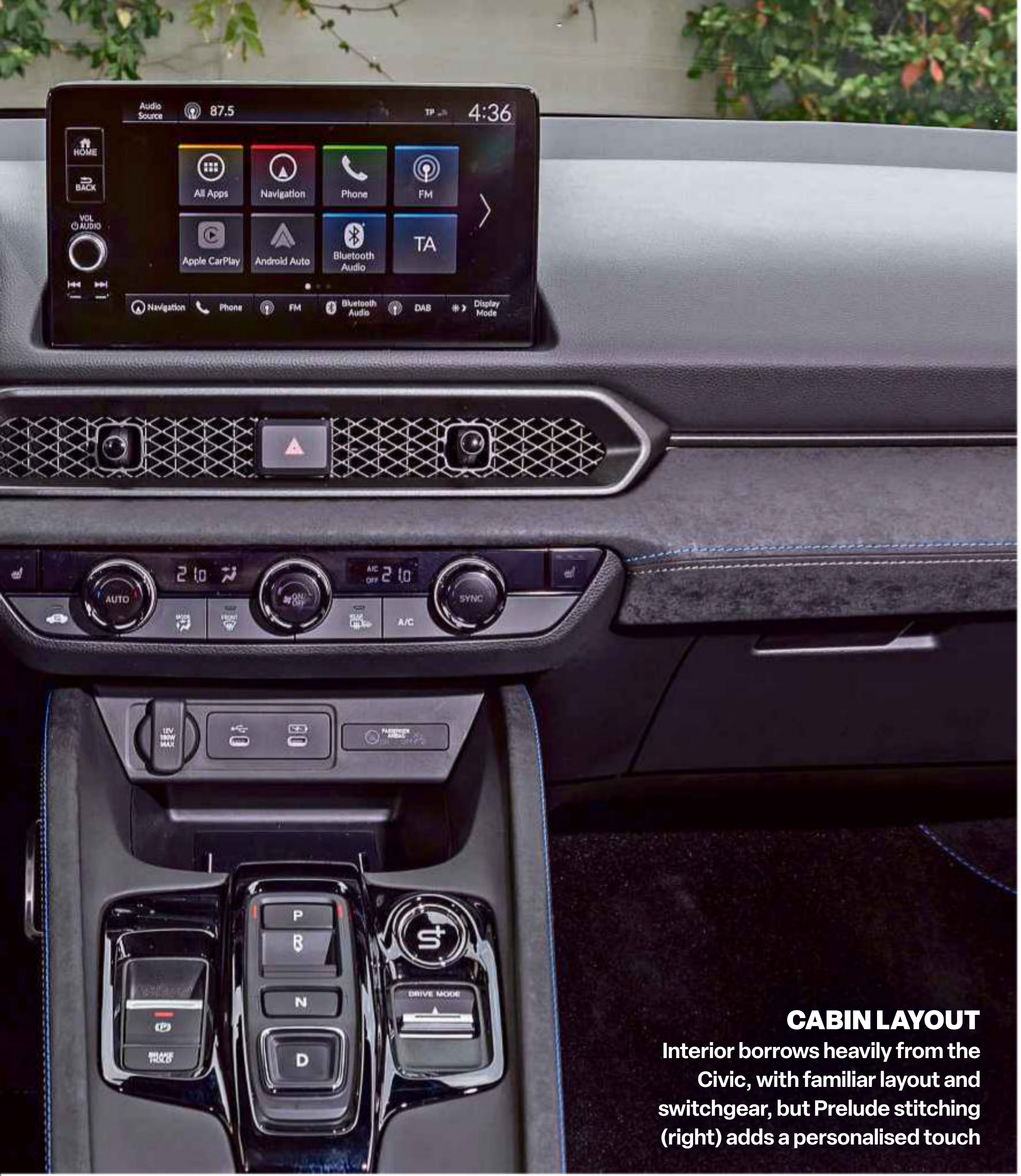
It takes the form of a naturally aspirated 2.0-litre petrol engine, which rarely drives the wheels itself. For the most part, it sends energy, via an inverter and a 1.1kWh battery, to an electric motor, making 181bhp and 315Nm. Those figures are identical to the Civic's, but some software tweaks are designed to make it feel a little more involved for a keen driver.

A big part of this is what Honda calls S-Shift, which changes the layout of the 10.2-inch digital dials to present a rev counter and, confusingly for a car without a traditional gearbox, a gear indicator. That's because Honda has engineered artificially stepped ratios into the motor's mapping, giving the driver an impression of shifting gear themselves via steering wheel-mounted paddles. Downshifts introduce a little throttle blip, plus an extra step of regeneration, to give the feel of engine braking.

Honda was at pains during our press briefing to say that this power output is fine for a sports coupé; that the response of the electric motor makes it feel similar to a petrol car with 250bhp. But in reality, it's a system that's fine for a family hatch, but just doesn't feel very exciting in a coupé.

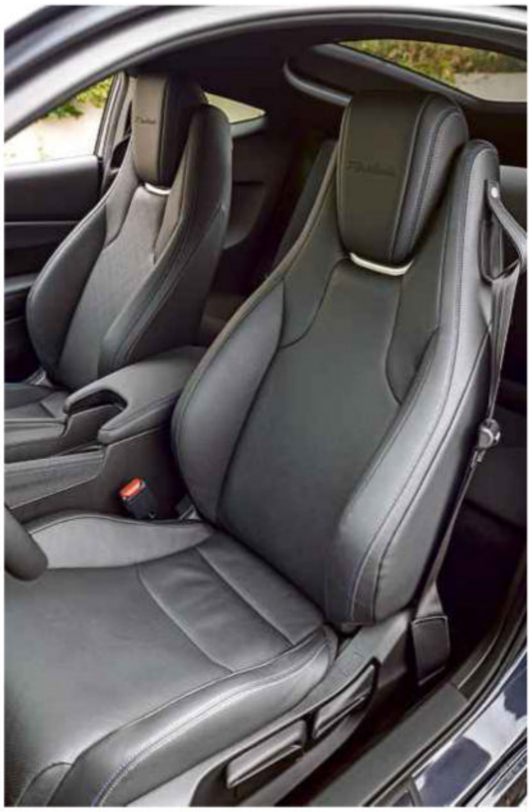
It's true that the electric motor gives excellent initial response. It pulls away from low speeds and out of tight corners with plenty of enthusiasm – certainly sufficient to make the claimed 8.2-second 0-62mph time feel conservative. But beyond that

"Honda has engineered artificially stepped ratios into the motor's mapping, giving the feel of shifting gear"



CABIN LAYOUT
Interior borrows heavily from the Civic, with familiar layout and switchgear, but Prelude stitching (right) adds a personalised touch

FRONT SEATS
Driver's seat differs from the passenger one, with thicker bolsters and a greater range of adjustment



initial burst, it all goes a bit flat. Enter S+ Shift mode, and you get a little kick in the back with each upshift, but that's as dramatic as it gets. More annoyingly, there's no way to hold the car in your chosen 'gear' for more than a few seconds until it switches back into full hybrid mode again. The electric motor is never quite able to summon enough regen to make it feel like you're getting as much engine braking as you'd want, either.

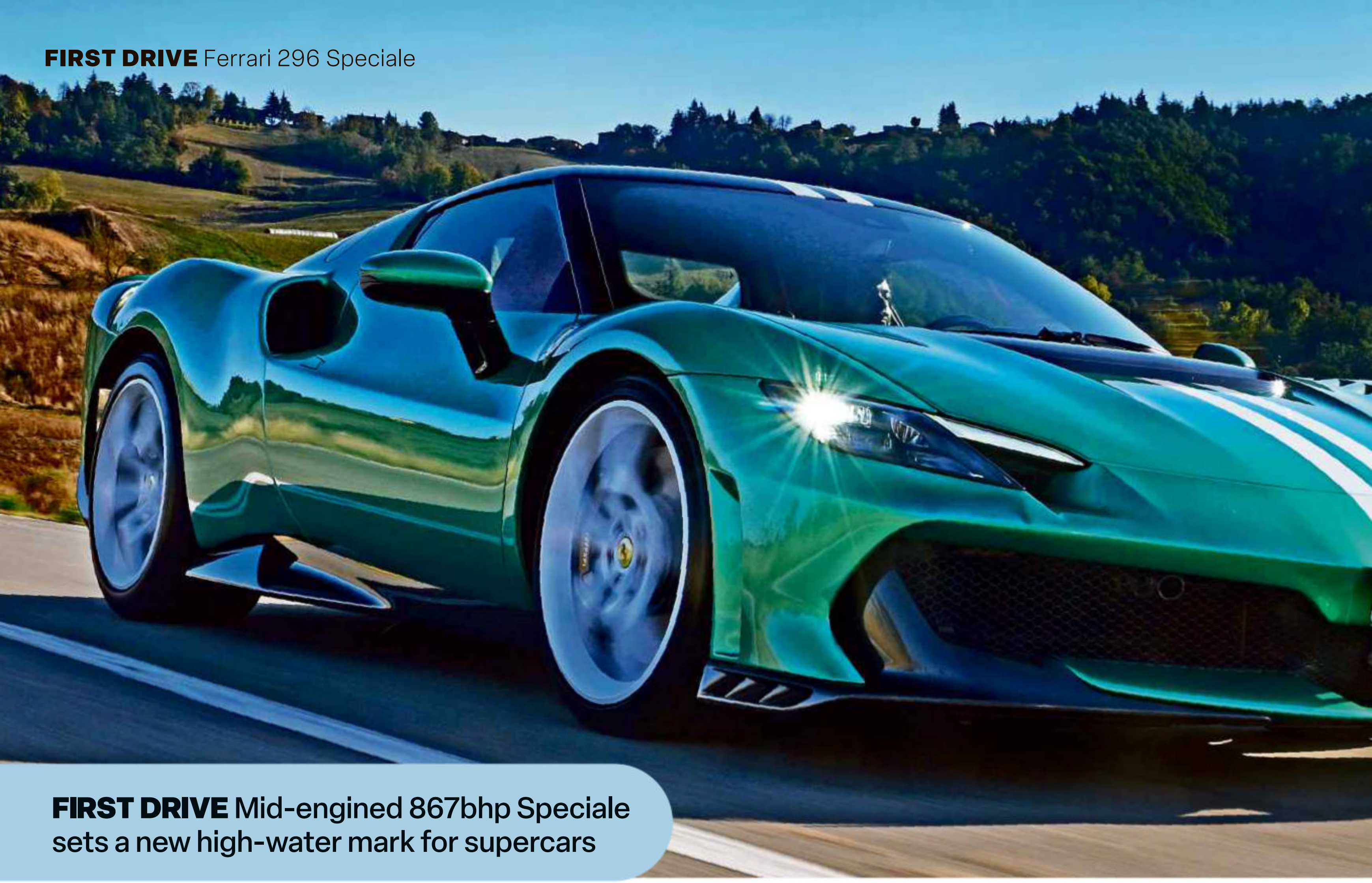
Honda, of all manufacturers, knows how to build a powertrain with character. Its hot hatches became famous for needing lots of revs to get the best out of them, creating a screaming powertrain which actively encouraged you to hit 8,500rpm before even thinking about the next upshift. The Prelude's powertrain is the opposite – all the power arrives at once, and it turns anticlimactic from there.

Priced from £40,995, the Prelude is going up against the BMW 220i Coupé – a car that's pleasant and refined, but also not particularly sporting.

By that measure, the new Prelude is on the money. But when the first UK buyers take delivery next spring, we think the more enthusiastic among them will feel like it could have been better with something more inspiring under the bonnet. The Civic Type R's 2.0-litre turbo would do very nicely.

AEX VERDICT ★★★★☆

THE coupé segment doesn't attract the demand it once did, and that's a shame. We're glad to see Honda making a return, and the Prelude ticks many boxes; eye-catching looks, superb handling and enough practicality to live with every day. However, the hybrid powertrain takes the shine off what could otherwise have been a great performance car. We'd still say to hold off on the 2 Series until you've tried one, though.



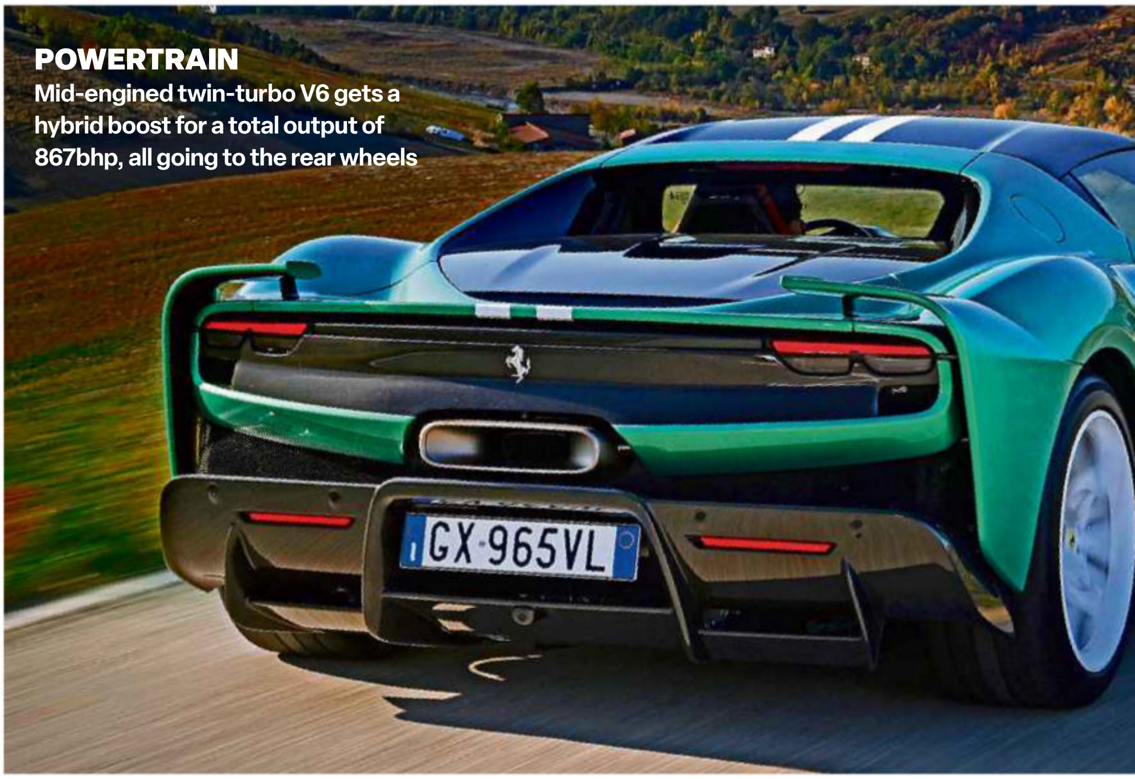
FIRST DRIVE Mid-engined 867bhp Speciale sets a new high-water mark for supercars

Ferrari 296 Spec

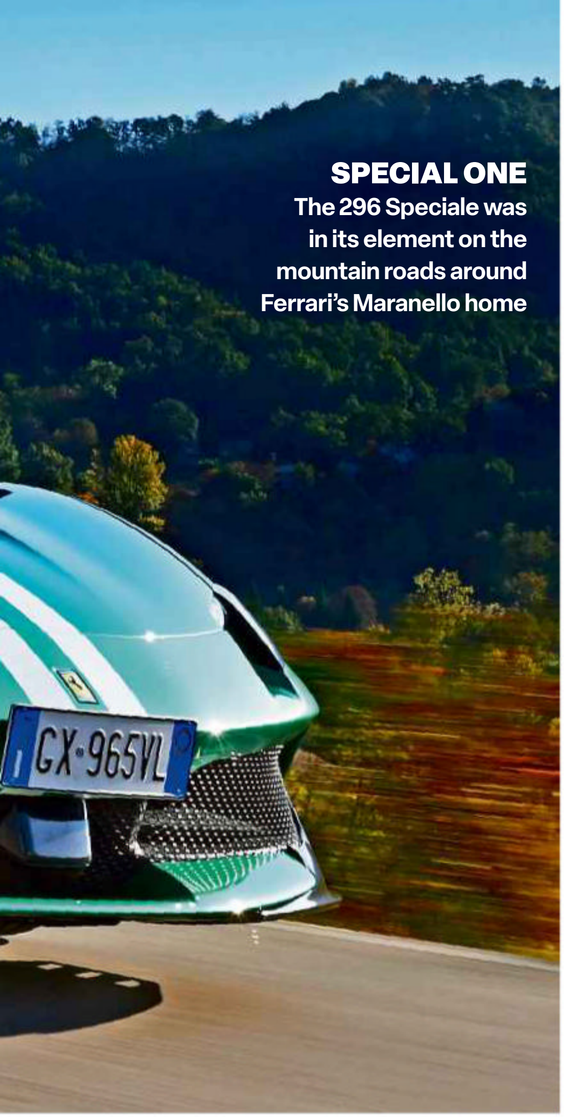
ESSENTIALS

Ferrari 296 Speciale

Price: £359,779 **On sale:** Now
Powertrain: 3.0-litre V6 twin-turbo PHEV
Transmission: Eight-speed dual-clutch automatic, rear-wheel drive
Power/torque: 869bhp/755Nm
0-62/top speed: 2.9 seconds/204mph-plus
Fuel consumption/CO_2: 32mpg/200g/km (est)
Size (L/W/H): 4,625/1,968/1,181mm



POWERTRAIN
Mid-engined twin-turbo V6 gets a hybrid boost for a total output of 867bhp, all going to the rear wheels



SPECIAL ONE
The 296 Speciale was in its element on the mountain roads around Ferrari's Maranello home

ciale

Jordan Katsianis

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THERE'S always a sense of trepidation when you approach a 'hardcore' supercar, especially one with prancing horses on its front wings. These cars take no prisoners. They're intense, uncompromising and often intimidating – whether that be on account of their performance, visibility or expense. But behind the wheel of the Ferrari 296 Speciale, this isn't the overwhelming impression.

On paper the Speciale has an intense set of stats. Power generated from the hybrid-assisted powertrain has been uprated to 867bhp, derived from a twin-turbo 3.0-litre V6 engine combined with an electric motor sandwiched between it and an eight-speed dual-clutch gearbox. The e-motor itself can produce 178bhp, 13bhp more than the standard 296 GTB, and it's fed by a 7.45kWh battery. Power is sent exclusively to the rear wheels.

In total this peak figure is 38bhp more than in the GTB, and is thanks to a comprehensive set of new components inside the engine. Torque is 755Nm, but the car's overall weight has been cut by 60kg to a dry weight of 1,410kg. This gives the 296 Speciale a power-to-weight ratio of 614bhp per tonne. For context, the Bugatti Veyron has a ratio of 523bhp per tonne, and it has two extra driven wheels. This gives you an idea of how extraordinary the Speciale's figures are, and why the chassis technology Ferrari has integrated into the car is so important.

There are two chassis options that offer quite different experiences. As standard the Speciale has the same adaptive Magneride dampers as the GTB, but buyers can also specify a set of Multimatic passive dampers with lighter titanium springs. These are suitable if you plan consistent track driving.

The aero package has undergone some changes, too, finding a balance somewhere between the GTB and Ferrari's 296-based competition cars. Highlights include new winglets on the rear deck and a redesigned floor, plus a 'mini' S-duct inspired by the 488 Pista that sucks air in from the underside of the nose and shoots it up over the windscreen.

Most of it is largely unobtrusive for day-to-day driving – the standard-fit noselift makes getting in and out of steep driveways easy – and the active rear wing still flutters in and out of its cavern depending on your road speed. Ferrari quotes 435kg of downforce at 155mph.

But can you tell this is an ultra-lightweight special? In the most part, yes. The cabin's stripped of most of its carpets, and our test cars specifically featured a combination of carbon-backed buckets and two-point harnesses, but you can specify normal seatbelts and more sound deadening.

The low scuttle and panoramic view instantly instil confidence. Press the starter button and a whirring sound signals the car is switched on and ready to go, but you must pull the right-hand paddle to put the car into its forward gear. Despite its hardcore nature, it still moves away silently in Hybrid mode – something that does a nice job of channeling Ferrari's 499P Le Mans-winning racer.

There are four powertrain modes as part of the bewildering selection of driving options, with a full-EV mode below 'Hybrid', plus 'Performance' and then 'Qualifying' at the top. Hybrid mode picks through the powertrain elements to be most efficient most of the time, Performance gives the highest possible power without draining the battery, and Qualifying throws the kitchen sink at it to get the best possible lap times.

To the right-hand side of the steering wheel is the Manettino switch that controls elements such

Pete Gibson

CHASSIS OPTIONS
Buyers can pick adaptive Magneride dampers or passive Multimatic shock absorbers with titanium springs for use on track

> **"These hardcore supercars are uncompromising, intense and often intimidating – whether that be on account of their performance, visibility or expense"**

ON THE ROAD

Grip is plentiful and rough surfaces don't upset the Speciale's composure – it just encourages you to explore its performance all the more

INTERIOR

Stripped-out cabin highlights the Speciale's performance nature. Creature comforts, such as extra sound deadening, can be specified if you want them

as the suspension, e-differential and transmission across Wet, Sport and Race modes. A CT-Off setting then sits above, which disengages the traction control, and a final twist right around will turn all the driving-aid supports off entirely.

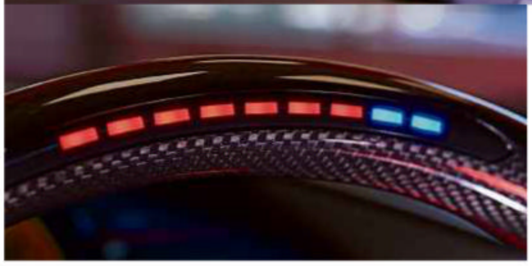
Play with the drive modes and it unlocks other tricks, such as an overboost function in Qualifying mode, or the e-motor pumping a small amount of torque into the driveline between gearchanges in Race mode. Is it too much to take in, or far beyond a normal driver's abilities? In a word, no.

The true magic of this Ferrari is that it feels approachable and manageable from the moment the wheels start turning. This isn't something that can be said for all the brand's specials – the highly-strung V12 cars often have fearsome reputations – but far from being boring, the Speciale feels like it's intrinsically linked to our nervous system.

Around town, the V6 engine is gentle, tractable and will happily flip in and out of operation while the e-motor does most of the heavy lifting. Switching to Performance mode on an open road unlocks the V6's full off-the-scale potential. It even sounds great. While some critics have been upset by the notion of a six-cylinder Ferrari, the bespoke V6 has always made a lovely noise, and it's only improved in this Speciale. New resonating chambers by the cabin give the car a deeper and richer sound, without worrying about tripping tight EU noise regulations.

Driving the mountain roads around Maranello, the Speciale is a revelation. It feels totally keyed-in, but still breathes with the road without losing any sense of composure. Grip across the front axle is relentless, the car willing us to push harder into each bend without worrying about the nose washing wide. Sometimes, there's a sense of brittleness to hardcore supercars on rough roads, but the 296 brushes it all to one side and pushes on unimpeded.

In Sport mode, the traction control is quite tightly wound. We find ourselves expecting more performance than the car gives, but thanks to the



PRACTICALITY There's only seating for two people, but should they need to carry luggage there's 169 litres available at the front, and 112 litres behind the seats

> **"The only thing the 296 calls into question is our own limitations, but whatever they are it feels with us every step of the way. It's a faithful companion"**

complicated manner in which the power is deployed it's not immediately obvious; switch to Race mode and the leash is much longer. The performance is even more intense, with the extra torque energising the gearshifts and giving us a thump in the back.

It sounds frenetic, but it's not, because all of the car's dynamic attributes – from the steering, brakes, throttle response and suspension – are in complete harmony with one another. It encourages confidence and allows us to push the car further.

At times, you find yourself carrying incredible speed, potentially too much, which is a great moment to find yourself at the gates of Ferrari's Fiorano test track. It's only at a closed circuit where there's enough space and speed to unlock the 296 Speciale's ultimate capabilities.

For our track session, we find ourselves in a different car with the passive Multimatic dampers and lighter carbon wheels. Fiorano is only accessible to those in Ferrari's orbit; the notion of driving nearly 900bhp worth of 296 at full chat in order to keep up with a pace car (driven by a Ferrari test driver) was another situation which pumped up the heart rate.

Here, we have the space to fully exploit its hybrid powertrain and the rush is intense. The only thing the 296 calls into question is our own limitations, but whatever they are the 296 feels with us every step of the way. It's a faithful companion at every level and in every circumstance. There's never a moment that it feels beyond our abilities; it won't ever ask too much, or bite unexpectedly. Yet don't think this car is boring or unchallenging; it's a revelation. Heed our advice: now's the time to start saving those pounds – all 359,779 of them.

AEX VERDICT ★★★★★

COMPARED with the 296 GTB on which it's based, the Speciale is more expensive, doesn't have a huge amount more power and is less aesthetically pure. But to think the Speciale is anything less than a sensation would be a mistake, because it truly feels like the high-water mark for modern supercars.

eVITARA
SZ75 EVT

ON THE ROAD
The e Vitara is softly sprung, so while comfortable around town, the ride can feel choppy at speed. It excels off-road, though, with impressive grip

Alastair Crooks

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THE 'e' in Suzuki e Vitara is of great importance, because it signifies the car is fully electric – making this the brand's first EV.

Being a similar size to the existing Vitara Hybrid (which remains on sale alongside the electric model), the e Vitara is actually the sister model of Toyota's next electric vehicle – the Urban Cruiser – and is the latest in a series of joint ventures between the two brands, which has already brought us the Corolla and RAV4-derived Swace and Across. Suzuki took the lead role in developing the e Vitara though, and as a result it beats the Urban Cruiser to the UK market by a few months.

Underneath, it's based on a platform called 'Heartect-e' that Suzuki has developed with Toyota and Daihatsu. Made specifically for electric cars, it offers single and dual-motor configurations, so Suzuki's 'Allgrip' four-wheel drive lives on.

Two batteries are offered: 49kWh and 61kWh. Both are compact 'blade' batteries sourced from BYD in China. The smaller one comes with a 142bhp electric motor and offers 0-62mph in 9.6-seconds, while the 61kWh unit comes with a single 172bhp electric motor for an 8.7-second 0-62mph time. The dual-motor four-wheel drive version with 181bhp reduces the sprint time to 7.4 seconds.

The company is offering a 'Suzuki Granted' discount of £3,750 until the end of 2025, so the e Vitara starts at £26,249 for the smaller battery model, £29,249 for the 61kWh single-motor and £31,249 for the dual-motor. That's in Motion trim, while the plusher Ultra specification adds £2,800 to the list price of the 61kWh car.

The 49kWh model has a 214-mile WLTP range, but the 61kWh offers 264 or 246 miles for the single and dual-motor cars respectively. All come with a heat pump as standard, while there's a decent 150kW maximum charging speed (the Vauxhall Mokka Electric tops out at 100kW), but it'll still take 45 minutes to recharge from 10-80 per cent. Suzuki says it will be able to improve charging speeds in the future via over-the-air updates.

On the road, the e Vitara's ride is on the soft side and the car feels light and bouncy, with notable lean in tight corners. This means imperfections such as potholes and drain covers are dealt with well, but the ride feels choppy, even on the motorway. That was the case on both 18 and 19-inch wheels. We also noticed some wind noise at higher speeds, but road noise was well suppressed.

In twin-motor mode, the e Vitara features Suzuki's Allgrip-e four-wheel drive technology. Torque rises from 193Nm to 307Nm – so there's a notable improvement in straight-line acceleration. It also shines off-road – we managed to take it through a challenging course with no issue.

Suzuki has done a good job with the steering weight and brake feel, while there are three levels of regeneration, but you need to delve into touchscreen menus to adjust this.

Visibility is good, and despite a fairly long wheelbase of 2,700mm, the e Vitara's turning circle is compact, at 10.4 metres, so it's a doddle to drive in tight urban areas. What doesn't help, though, is the rear-view camera. It's a standard feature, but the low-resolution images it provides are poor.

The exterior styling is chunky and rugged, but inside is a little more bland, with familiar

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FIRST DRIVE The Japanese com
impresses in a number of areas, I

"Suzuki has done a good job with steering weight and brake feel, while there are three levels of regeneration"

ki e Vitara

npany's first all-electric model
but is not without its flaws

INTERIOR
Controls are intuitive and well laid-out, but some of the material quality lags behind the premium feel of some rivals

Toyota-sourced switchgear. The 10.25-inch driver's display and 10.1-inch central screen are simple, but we experienced some lag when switching between menus. Physical climate controls and trip computer buttons on the steering wheel are welcome features.

As for build quality, the e Vitara seemed sturdy, but we noticed some large gaps and counted no less than seven different materials on the doors, plus hard, scratchy plastic on the top of the dash.

Space is generally good front and rear. The door bins can hold large water bottles and there are two extra cup-holders in the rear armrest. Both outer rear seats have Isofix mounting points, too.

The back seats slide in a 60:40 split, but fold 40:20:40, so there's a decent amount of adjustability, with boot space ranging from 244 to 310 litres in five-seat mode. This doesn't sound great on paper but it's a useful, squared-shaped space that does the job. The industry standard EV battery warranty is eight years, but Suzuki offers a service-activated warranty for up to 10 years or 100,000 miles, and this covers the battery, too.

ESSENTIALS

Suzuki e Vitara 61kWh Motion

Price: £32,999 **On sale:** Now
Powertrain: 61kWh battery, 1x electric motor
Power/torque: 174bhp/193Nm
Transmission: Single-speed auto, front-wheel drive
0-62mph: 8.7 seconds
Top speed: 93mph
Range: 264 miles
Max charging: 150kW (10-80% in 45 minutes)
Size (L/W/H): 4,275mm/1,800/1,640mm

VERDICT ★★★⯨☆

WITH genuine off-road ability in dual-motor trim, the e Vitara offers something different in the increasingly congested electric crossover market. Unfortunately for Suzuki, it's a segment with strong competition and the e Vitara's range lets it down slightly, as does its cheap-feeling cabin. It's a good thing, then, that Suzuki has made the e Vitara remain an attractive option thanks to that massive grant.

Vauxhall Frontera

FIRST UK DRIVE New SUV is keenly priced – particularly as an EV – but there are areas where cost-cutting stands out

Paul Barker

Paul.Barker@autoexpress.co.uk

THE trend of reviving old brand names reached Vauxhall this year in the form of a new Frontera – formerly a chunky and slightly crude off-roader sold from 1991 to 2003.

Its revival comes in a smaller form, with the new Frontera sitting between its Mokka and Grandland SUV siblings; it's 230mm longer than the former and 265mm shorter than the latter, with all three offered in petrol hybrid or electric form. In petrol guise, it gets the £550 option of seven seats, but the back two occupants will have to be small, and it wipes out all bar 40 litres of boot space.

We're focusing on the electric one here because, in an unusual move, it's cheaper than the entry petrol hybrid model, albeit marginally above Citroen's closely related C3 Aircross.

As with all electric Vauxhalls, the Frontera qualifies for the Government's £1,500 EV grant, further distancing this electric version from its hybrid sibling. With the grant, the EV kicks off at £22,495, although the Auto Express Find a Car marketplace currently has cars below £20,000.

It makes sense to shuffle up to the mid-spec GS, because the Design model feels very much an entry car, with steel wheels, no parking sensors and basic air-con. GS adds 17-inch alloys, front and rear parking sensors, climate control and other features, including the comfy Intelli Seat upholstery and tinted rear windows. Another £800 takes you to top-spec Ultimate, with heated seats and steering wheel, gloss black roof rails and LED fog lamps.

Intriguingly, Vauxhall is doubling down on the Design car's basic steel wheels, with a £400 option pack painting them white to go with a white roof, replacing the body colour. That spec is still a bit barren, so we'd go for the GS.

The entry 44kWh battery is limited in terms of range, with a WLTP figure of just 186 miles. We found that wasn't too far from reality, and from our experience you're looking at around 160 miles on a charge. The 54kWh battery takes the range up to 253 miles for an extra £3,500.

Modest performance accompanies the Frontera's small battery size, with the 0-62mph dash more of a 12.8-second stroll, on the way to an 88mph top speed. It's fine around town, but a little more urge would be nice on faster roads – although those expose a choppy ride quality that doesn't really gather composure on bumpier surfaces. The light steering, lovely in town and operated via a chunky steering wheel, doesn't sharpen the experience, but body roll is controlled well, so the family won't complain about being thrown around.

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SIMPLE SCREENS
There's nothing groundbreaking about the Frontera's tech, but it's all very intuitive to use

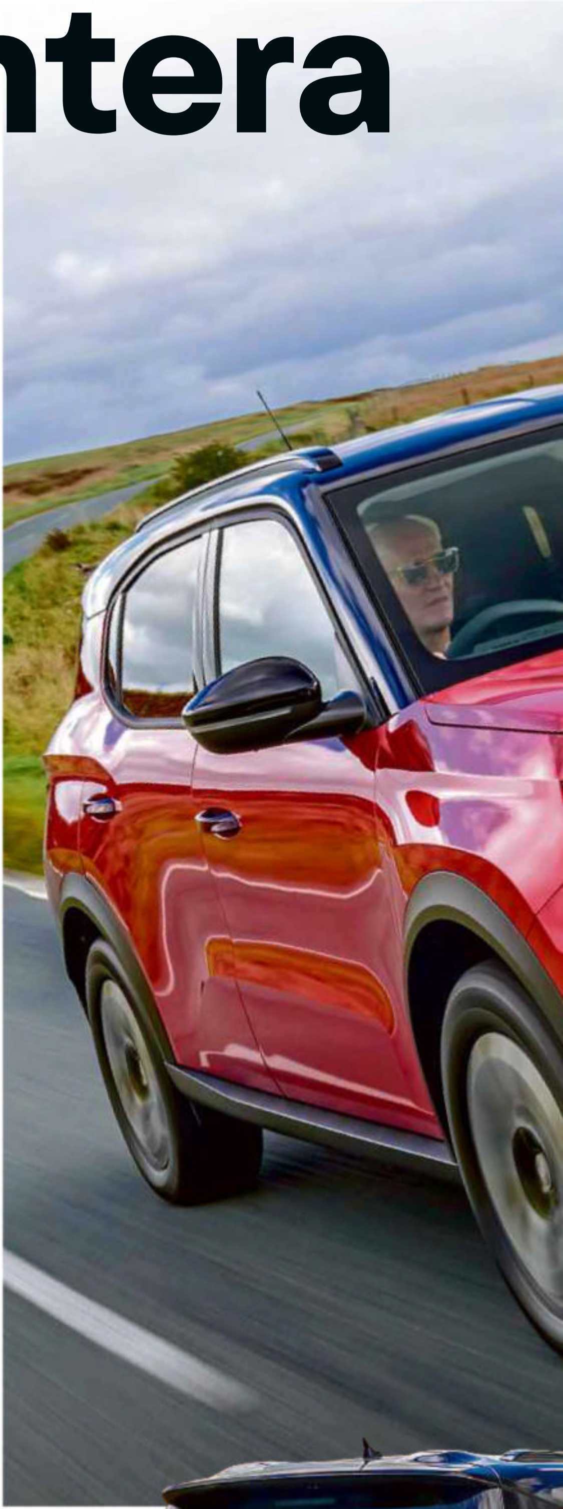
There is only one level of brake regeneration. It defaults to on and is strong enough to bring down the speed without touching the brakes when the limit changes, but is far from a one-pedal mode.

The electric car gets the same 460-litre boot as the hybrid, and it's a good square shape with no lip when the boot floor is in the higher position. The floor lifts to give you somewhere to tuck cables, or can drop to a lower position to maximise space.

With the rear seats down there's a 1,600-litre maximum that majors on height as much as length, and total space is about the same as in an Astra estate, despite the Frontera being 230mm shorter.

Rear passengers will be pleased, too; we found that legroom and headroom are more than adequate, and your feet will slide under the front seats to increase comfort. The only complaint is the high floor, necessary to house the batteries, meaning you sit in a slightly odd position.

Less impressive is the prevalence of cheap plastics. It's clear where money has been saved to get to that appealing price, although at least there's a good mix of colours and textures. You can also attribute cost cutting to the lack of front grab handles, a cheap-feeling glovebox and no light on the passenger sun visor. The touchscreen and dash display, albeit functional, also look a little dated, but both are a decent size at 10 inches.



FRONTERA
L15 VXL

ESSENTIALS

Vauxhall Frontera Electric 44kWh GS

Price: £26,330
On sale: Now
Powertrain: 44kWh battery, 1x electric motor
Power/torque: 111bhp/125Nm
Transmission: Single-speed automatic, front-wheel drive
0-62mph/top speed: 12.8 seconds/88mph
Range: 186 miles
Max charging: 100kW (20-80% in 26 minutes)
Size (L/W/H): 4,385/1,795/1,655mm

> **"The choppy ride quality doesn't really gather much composure on bumpier surfaces"**

INTERIOR Cabin is well thought out, but there are some noticeable areas where it feels as if costs have been cut

PRACTICALITY
A good driving position and plenty of rear legroom are bonuses, while the flat load bay is spacious and functional, with underfloor storage

VERDICT ★★★½☆

THE electric Frontera offers impressive space and equipment for the money, especially with the Government grant taken into account, although you can see quite a few areas where the cost has been taken out. The driving experience is adequate rather than great, and range isn't brilliant, but the biggest strength lies in its keen pricing.

AUTONOMOUS
DRIVE

ARE WE
DRIVERL

ALL YOU NEED TO KNOW ABO

**In less than six months we cou
roads – we investigate wheth**

Tom Jervis

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'ARTIFICIAL intelligence' and 'driverless cars' – terms that tend to make people excited and uncomfortable in equal measure. Both go hand-in-hand, with AI powering the most advanced self-driving vehicle systems, using machine learning to help it overcome tricky situations and manoeuvres.

Yet, while autonomous technology has long been the subject of science fiction and/or very limited trials in controlled conditions, the reality of driverless cars populating our roads could now be just around the corner.

That's thanks to a raft of new legislation that, from spring 2026, will enable a handful of autonomous taxi firms to begin offering limited driverless rides. The likes of Uber and Waymo, which both operate services abroad (mainly in the US), have announced plans to enter the UK market, specifically in Greater London, as part of this phased introduction.

Tesla also recently released videos showing a Model 3 driving unassisted around a number of cities, including London and Paris. The US brand hopes to offer its Full Self-Driving system (FSD) in the future, when legislation catches up with the technology. FSD uses AI to help the car find its way out of an unmapped car park, for example, but is yet to be given the green light for public use in the UK.

WHAT IS THE AUTOMATED VEHICLES ACT?

BEFORE we get ahead of ourselves, though, it's important to explain the laws enabling this autonomous revolution. The Automated Vehicles Act 2024 was introduced under Rishi Sunak's Conservative Government and allows pre-designated 'authorised self-driving entities' (ASDE) to legally operate self-driving taxi services on public roads.

More importantly, however, it answers the crucial issue of where liability lies in the case of an accident, or committing a traffic offence. Currently, semi-autonomous tech mainly places the responsibility at the hands of the driver behind the wheel. The AV Act defines this as a 'user-in-charge', with such a person occasionally being prompted by the system to take control.

However, in the case of non-user-in-charge vehicles and/or journeys, the liability instead lies with the ASDE that owns and operates the vehicle. The operator is also charged with maintaining the vehicle, as well as responding to incidents such as breakdowns.

While the Automated Vehicles Act reached Royal Assent in 2024, it's yet to be fully introduced; the Department for Transport says it will become law towards the second half of 2027. As mentioned, however, small-scale pilots of driverless taxi and bus services will be permitted from the spring of 2026.

**"SMALL-SCALE PILOTS OF DRIVERLES
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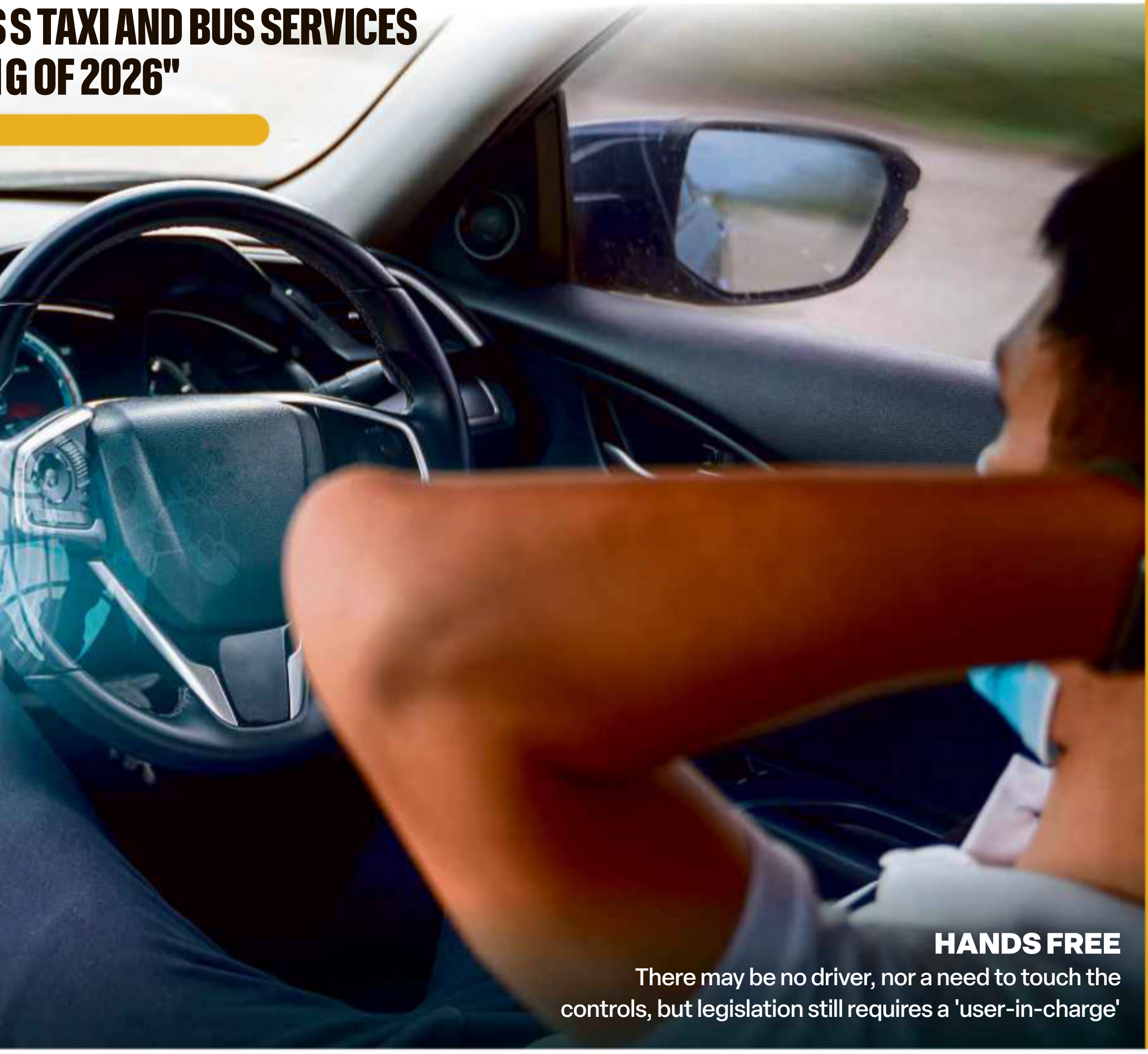

HANDS FREE
There may be no driver, nor a need to touch the controls, but legislation still requires a 'user-in-charge'

WHAT IS A DRIVERLESS VEHICLE: THE FIVE STAGES

THE question of what defines a driverless vehicle may seem like a stupid one, but the answer is actually not quite as clear cut as it seems. Given that the definition changes depending on a vehicle's full capabilities, self-driving technology has actually been split into five distinct levels.

Examples of Level One technology have been around for years and include things such as adaptive cruise control and lane-keep assist – features that work independently of one another and still demand the driver remains in control.

Level Two comprises most of the ADAS (Advanced Driver Assistance Systems) we see fitted to vehicles today. Such technology enables the car to take full control of the steering and speed, but still requires human intervention if the vehicle is to make any deviation from its path. Tesla very recently got into trouble with US courts for describing its Level Two Autopilot software as 'Full Self-Driving', despite the system heavily relying on human intervention.

Stepping up, Level Three can make choices for itself – such as to change lanes, overtake or reroute entirely – but again requires the driver's full attention, meaning it's not technically a full self-driving system.

At the time of writing, the peak of driverless technology comes in the form of Level Four software which, while it does occasionally require inputs from a driver or controller, can generally drive itself without intervention in a pre-mapped zone. Tesla, for example, places staff in the front seats of its Model Y Robotaxis who can take over when necessary, while Waymo uses remote navigators who can redirect the vehicle manually from afar.

The end goal is Level Five autonomous driving which, at least in a commercial state, does not exist yet. This doesn't require any human input at all and, in theory, means a vehicle is able to make its own judgements and ethical decisions – even in the trickiest and most demanding of situations.

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Driven by OXA

KANISHKA NARAYAN Labour AI minister

"AUTONOMOUS VEHICLES ARE PART OF THE TOOLKIT THAT WILL HELP DRIVE THE COST OF TRANSPORT DOWN, ESPECIALLY FOR PEOPLE IN RURAL AREAS"

WAYMO
JAGUAR

"WAYMO'S FLEET OF AUTONOMOUS JAGUAR I-PACES ARE EST OVER £100,000 EACH, A COST THAT IS CURRENTLY PASSED ON

ARE WE READY FOR DRIVERLESS CARS?

WITH the legislative framework in place and firms publicly announcing their intentions to offer autonomous taxi services in the UK, are we really ready for driverless vehicles on our roads?

Well, the two main problems come down to cost and accountability. Labour AI Minister, Kanishka Narayan, explained how autonomous vehicles are "part of the toolkit that will help drive the cost of transport down, especially for people in rural areas".

However, at this moment in time, autonomous vehicles are rather expensive; Waymo's fleet of Jaguar I-Paces, for example, are estimated to cost well over £100,000 each. This is currently passed on to the consumer, meaning that a ride in a self-driving vehicle is typically more expensive (some sources cite 20-40 per cent higher) than a taxi driven by a human being.

In the future, economies of scale and competition between rival providers should, in theory, bring this cost down. Nevertheless, if you acknowledge the current cost implications and put the novelty of being driven around in an autonomous car to one side, firms such as Oxfordshire-based Oxa have begun to realise that the main market for autonomous vehicles, at least for now, is not in the mobility sector, but instead in the areas of industry and logistics.

In closed, cookie-cutter-like environments such as ports and airports, autonomous vehicles are able to boost efficiency by operating all hours of the day without the need for breaks or driver changes. Standard vehicles are retrofitted with the tech and are monitored by staff, being manually controlled as and when a problem arises. This around-the-clock operation makes automation a lucrative opportunity, despite little reduction in staff and significant up-front cost.

Oxa began its autonomous vehicle journey with the on-road market – it claims to have transported more than 10,000 passengers in modified, driverless Ford minibuses. Yet, speaking to Auto Express, founder Paul Newman said: "When it comes to [automated] passenger cars, the market isn't quite what it's cracked up to be. It will be eventually, just not yet."

There's also the aspect of safety and accountability. For example, Tesla's Robotaxi uses what's known as an 'end-to-end' AI system. This operates by funnelling a live camera feed into single machine learning, designed to react in the same way that an experienced driver would. It's also cheaper on a unit-by-unit basis than the Waymo hardware, given the comparatively few sensors needed for it to operate.

The problem is that with machine learning, there is always the possibility of a mistake. So-called 'edge cases' (rare, unpredictable

OFF-ROAD APPLICATIONS
Autonomous vehicles are already in use in controlled environments, such as ports

See you in 5 min

RIDE HAILING
Google-supported Waymo has a fleet of Jaguar I-Pace taxis in use in the US, with app-based booking

IMATED TO COST WELL
TO THE CONSUMER"

scenarios) are sometimes able to catch systems out, which wouldn't necessarily be the case if there was some kind of alternate hardware (such as a LiDAR scanner) to detect a hazard and intervene.

Due to their sheer complexity, end-to-end AI models also tend to be rather opaque when it comes to retrospectively deciphering what went wrong, leading to a lack of accountability. Oxa and Waymo, despite being in separate areas of the AV industry, both utilise a much more transparent 'composite' AI approach.

HOW DOES THIS WORK?

NEWMAN explained: “Imagine you’re a rally driver with an amazing co-pilot and they say ‘take a hard left’. As a driver, you’re always going to check yourself. The same goes for [compound AI] – you’ve got suggestions coming in from different sources, such as sensors, LiDAR and GPS. Then on top of that it’s got a memory of what the world should look like and what it’s seeing. All of this is designed to give confidence.”

Of course, this tech isn’t infallible; while Waymo recently shared a document outlining details of its safety framework, even this list of instructions hasn’t saved the company from being investigated by the US National Highway Traffic Safety Administration after reports that Waymo vehicles failed to follow US traffic laws around school buses.

Tesla is also facing questioning by the NHTSA, because social media footage has shown Robotaxis displaying erratic behaviour. This only highlights how even the mighty Tesla and the Google-backed Waymo are susceptible to trip-ups; this type of technology is still in its infancy, and while mistakes are to be expected, one rare anomaly can still result in disastrous consequences.

WHAT NEXT?

FOR those worried about what the future holds, Narayan reassures us that government guidelines insist autonomous driving systems must achieve “a level of safety at least as high as careful and competent human drivers”.

With this in mind, more legislation will be needed to establish what an acceptable level of safety is. UK roads are tighter and more complicated than those across the pond, meaning firms' software must be suitably robust in order to cope.

Then there’s the issue of data sharing, because many consider the act of relinquishing information to a large corporation to be a threat. Throw in the problems of insurance or AV driving tests, and you’ll realise how much there is still to consider.

Ultimately, self-driving vehicles could present a fantastic opportunity for greater safety and efficiency; Labour claims the expansion of the autonomous industry – both on and off road – could see the creation of 38,000 new jobs across the country and be worth up to £42 billion by 2035.

But, as technology progresses, it will be critical to not rush the process, lest autonomous vehicles become a potentially dangerous runaway train.

ATT 1994
TERBERG
Driven by OXA

PAUL NEWMAN Oxa founder

"WHEN IT COMES TO [AUTOMATED] PASSENGER CARS, THE MARKET ISN’T QUITE WHAT IT’S CRACKED UP TO BE. IT WILL BE EVENTUALLY, JUST NOT QUITE YET"

THE A TEAM

New Citroen C3 Aircross arrives to challenge Dacia Jogger's budget seven-seater crown

Otis Clay

ESSENTIALS

	Dacia Jogger TCe 140 Hybrid Expression	Citroen C3 Aircross Hybrid Plus
Price:	£23,305	£25,330
Powertrain:	1.6-litre 4cyl petrol hybrid, 138bhp	1.2-litre 3cyl turbo petrol hybrid, 143bhp
0-62mph:	10.0 seconds	8.3 seconds
Test efficiency:	50.0mpg	43.8mpg
Range:	550 miles	424 miles
Annual VED:	£195	£195

KP75 PXK

CITROEN C3 AIRCROS

Can fresh C3 Aircross sprint ahead of Jogger in seven-seat race?

IF you wanted to move seven people cheaply, for many years there was only one option available: buy a second-hand car. However, that all changed a few years ago when Dacia released the Jogger. It offered seven seats in a car that cost as little as a 10-year-old SUV, making it a no-brainer for many cost-conscious drivers.

For years, the Jogger hasn't really had a direct rival on the new-car market – but that all changes now, with the new Citroen C3 Aircross. Citroen doesn't quite aim for the bargain-basement market position of Dacia, but its cars are frequently priced competitively enough to step on the toes of its Romanian rival. That's the case with the new Aircross, which also manages to squeeze seven seats into an even more compact footprint than the Jogger – it's barely any longer or wider than a typical five-door family hatchback.

Then there's the draw of Citroen's quirky style, its quest for comfort and its range of powertrains – there's even an electric version if you sacrifice the sixth and seventh seats. But is the C3 Aircross credible enough to knock the Dacia off its perch? Or is the Jogger still the king of practicality on a budget?

CONTENDERS

Citroen C3 Aircross

CITROEN'S focus on space, comfort and competitive pricing continues with the C3 Aircross. The car in our pictures is the top-spec Max with a hybrid powertrain, but we'd go for the lower of the two trims available. The Plus sacrifices some standard kit, including wireless smartphone charging, a heated windscreen, front parking sensors and a blind-spot monitoring system, yet costs £2,000 less than the Max. Add the third row of seats – a £765 option – and the Plus comes to £25,330.

HEAD TO HEAD

ON THE ROAD

CITROEN'S signature soft ride is present, but on bumpier, more undulating roads, the shortage of body control relative to the firmer Dacia can make it feel more unruly. The Jogger feels more responsive and more compact than the C3 Aircross, too, except at low speeds, where its turning circle is poor. The Citroen is more refined, though – there's more wind and road noise at motorway speeds in the Jogger.

TECH HIGHLIGHTS

BOTH use hybrid powertrains, but few have a more complex system than the Jogger. One electric motor provides the hybrid assist and another controls the six-speed clutchless transmission's shifts. While complex, Dacia says it's the key to efficiency. The C3 Aircross set-up is simpler; a 1.2-litre turbo petrol engine is backed up by an e-motor, with drive going via a six-speed dual-clutch gearbox.

PRICE AND RUNNING

BY seven-seater standards, our test return of 43.8mpg aboard the hybrid C3 Aircross is fairly impressive. But the Jogger fared better still, achieving exactly 50mpg in mixed driving conditions. It's a similar story with residual values; the Citroen's are good, but the Dacia's are even better. Both brands offer competitive finance deals, and in terms of what you get for the cash, they each represent very strong value.

SS vs DACIA JOGGER

Dacia Jogger

MUCH like its rival here, the Jogger can trace its roots back to supermini underpinnings; essentially its platform is an extended version of the one used by the current Sandero. However, the space on offer inside is completely removed from the average supermini, even if the cost isn't far off some slightly posher small hatchbacks. Prices for the Jogger start from just a shade over £20,000, and even with its clever hybrid powertrain as tested here in Expression trim, it costs £23,305.

PRACTICALITY

THE compact dimensions of the C3 Aircross will be a deal breaker - in both ways. For some, the fact that it squeezes seven seats into such a small footprint will be a big draw, but others will see how the larger Jogger puts its size to use. The Citroen's third row is only suitable for children and boot space is almost non-existent with them in place. The Dacia is a seven seater with space for seven adults plus a decent-sized boot.

SAFETY

WE'VE yet to see how the Citroen performs in Euro NCAP crash tests, but it gets six airbags plus the standard set of assist systems, including autonomous emergency braking, traffic-sign recognition and lane-departure warning. The Jogger was given just one-star by NCAP in 2021, with a lack of driver-assistance tech – including the inability of the AEB system to detect pedestrians – the reason for its low mark.

OWNERSHIP

CITROEN buyers have largely been content with their cars in recent years, and a 16th place finish (out of 31 makers) in our 2025 Driver Power owner satisfaction survey is above many of the mainstream brands. Dacia is included in that list; it finished 29th overall. When it comes to perceived quality, the Citroen feels less like a budget car inside, due to a more modern-looking cabin and the variety of materials used.

THE original C3 Aircross quickly became one of our favourite compact SUVs. Part of the reason why we loved it so much is that it offered something genuinely different from the rest of the crowd; where most rivals looked sharp and tried to offer a pretence of sportiness from behind the wheel, the C3 Aircross felt just as soft to drive as it looked. We felt its comfort and space made it one of the most likeable cars in the class.

The new model has grown larger, with a body that's 235mm longer than the old version's, enabling the fitment of seven seats, which is very unusual in a car this size.

But while the shape has grown more boxy, the driving experience clings to the softness that we've come to expect from Citroen, which works well with the three powertrain options that are offered this time around.

ENGINES & PERFORMANCE 3.9/5★

THE petrol, hybrid or fully electric drive systems give C3 Aircross (or e-C3 Aircross, as the EV version is known) buyers a level of choice that few other models can match in this segment. It's worth bearing in mind, however, that the e-C3 Aircross isn't able to accommodate seven people; it's only got five seats, although they are very roomy.

Sharing its "Smart Car" platform with the C3, the C3 Aircross uses the same 1.2-litre turbocharged unit as the base for its petrol engine. However, with Citroen well aware that the seven-seat layout might demand a little more shove than the 109bhp hybrid in the smaller car, the petrol/electric set-up gets a boost here, making the same 143bhp as the hybrid unit in the Peugeot 3008. That results in really strong performance; 0-62mph takes 8.3 seconds, and while we didn't load the car with seven people, we're confident that the instant shove of the electric motor combined with a total torque of 205Nm will be plenty for moving the C3 Aircross around.

The system is not quite the slickest hybrid around, but it's okay. The C3 Aircross moves off from a standstill smoothly before the petrol engine wakes into life; the three-cylinder unit gently vibrates the cabin at idle. We'd like the gearbox to be a little more responsive – it's slow to react when the driver wants it to kick down, but only a slight jump can be felt when it shifts gears under a more gentle load.

DRIVING 3.9/5★

WITH some small exceptions, the C3 Aircross has Citroen's hallmarks of relaxation and comfort. It's not the last word in sophistication, but it's competent where it counts.

AROUND TOWN One of the first things that strikes you about the C3 Aircross is just how light the steering is. The tiny wheel is a doddle to twirl at low speeds, making it easy to use when parking or wriggling out of a tight spot.

The turning circle is better than the Dacia Jogger's, although the automatic gearbox is a little slow to confirm a shift when trying to switch from reverse into drive, and vice versa; the gearbox had a tendency to find neutral unless we were very deliberate when selecting drive or reverse when manoeuvring.

A & B-ROADS We've become familiar with Citroen's Advanced Comfort suspension across a few of its cars now; by replacing traditional bump stops with what in effect are a second set of dampers, it allows the suspension to be set a little softer, while still controlling the car's body.

Over larger bumps, the system clearly works exactly as intended; hit a speed bump, or a large undulation or compression in the road, and the C3 Aircross is excellent at taking the harshness out of the impact, giving an almost floaty sensation which makes it much more compliant than similarly sized alternatives.

However, while the system does its job well, it can't isolate everything. When driving across broken surfaces and smaller, higher-frequency bumps, the car is susceptible to a little patter and fidget, which takes the shine off the sterling work of those secondary dampers. It's not uncomfortable by any means, and this complaint is partly down to the fact that we expect such high standards for Citroen when it comes to ride comfort.

We didn't have as high hopes for the handling, and the C3 Aircross failed to exceed our expectations. It's safe and predictable enough, but feels lethargic, nose-heavy, and the steering passes little to no information back to the driver about the road surface beneath. A Jogger is pretty far removed from a driver's car already, but it feels much more agile and positive than the Citroen.

MOTORWAY At higher speeds, that soft ride over big bumps really comes into its own. While road and wind noise are a little more intrusive than we'd like, it's still more refined than its closest rival from Dacia.

MPG & RUNNING COSTS 3.7/5★

FUEL consumption proved to be reasonable, if not outstanding, during our time with the C3 Aircross hybrid. Our final figure of 43.8mpg appeared to be a reasonably consistent return regardless of the road type.

Our experience with the 99bhp petrol version has been limited so far, so we can't draw a conclusive economy figure yet. However, on paper it's not as frugal as the hybrid, and we suspect the need to work that

CITROE

Original C3 Aircross was a hit wit

MODEL TESTED:
Citroen C3 Aircross Hybrid Plus

PROS	CONS
Seats seven in a compact footprint	Third row is strictly for temporary use
Soft ride	Speedometer is laggy
Comfortable seats	Steering is numb

TESTER'S NOTES

SAVING more than £3,500 over the hybrid model is a 99bhp petrol paired with a six-speed manual transmission. The gearbox is a big improvement over Citroen shifts of even five or 10 years ago, but the oddly shaped, oversized gearknob makes it feel more clumsy to use than it could have been. The clutch pedal is reasonably light, although the shifts don't like to be hurried too much. It also gets a manual handbrake, which is a bit of a novelty these days, but the plastic it's made from feels really cheap.

Alex Ingram
Chief reviewer

EN C3 AIRCROSS

h our testers, but can the latest version wow them all over again?

TRANSMISSION Drive selection is operated by a control on the centre console. The automatic gearbox is slow to switch between forward drive and reverse, though

> "WITH SOME SMALL EXCEPTIONS, THE C3 AIRCROSS HAS CITROEN'S HALLMARKS OF RELAXATION AND COMFORT"

less powerful engine harder to make progress will have a detrimental effect on its economy.

TAX The electric e-C3 Aircross makes most financial sense for company-car drivers, with its lower Benefit-in-Kind tax rates making it, space-for-pound, one of the cheapest cars around for fleet users. The petrol and hybrid models work well for private buyers, and are subject to £195 road tax from year two onwards.

INSURANCE The Max hybrid is in group 24. That's high when compared with the Jogger Hybrid, which is eight to nine groups lower.

DEPRECIATION Residual values for the C3 Aircross look very promising, with all petrol and hybrid models maintaining roughly 51-52 per cent of their original value after three years or 36,000 miles. Citroen expects the Max hybrid, which has marginally the best residual values overall – and therefore delivers competitive monthly finance payments – will be the most popular model with buyers.

INTERIOR & TECHNOLOGY 4.3/5★

THE C3 Aircross has a fairly no-nonsense cabin, and it's more pleasant than the car's low price point would lead you to believe.

DESIGN The C3 Aircross borrows much of its dash design from the C3 supermini. We're more than happy with that, because it means there's a fairly clear, logical layout with climate control buttons that feel intuitive to use.

QUALITY Given the low price point, it's fair to have modest expectations about the cabin finish, but Citroen's use of materials helps to lift the C3 Aircross's interior above the bargain bin. A strip of fabric across the main part of the dash breaks up the black plastic – and patterned ambient lighting bounces off it pleasingly at night. The multi-tone seat fabric adds some light and contrast inside, too.

TECH AND INFOTAINMENT The C3 Aircross has Citroen's latest cabin layout, which uses what it calls a "head-up display" positioned above a tiny steering wheel. The slim digital readout provides only necessary information, with the driver choosing to add more by scrolling through the trip computer functions, which are shown to the right of the readout.

The speedometer is laggy, though, and often skips a few units even when gently accelerating or decelerating. It makes it tricky to tell if you're either exceeding or observing the speed limit.

PRACTICALITY 4.4/5★

A SEVEN-seat layout means that the C3 Aircross is essentially unique in its class. In trying to accommodate seven seats into such a compact car, the end result is certainly versatile, but doesn't quite offer the outright storage space of other similar-sized models.

FRONT SPACE Thanks to the design of the small steering wheel and slim instrument display, combined with an SUV-like driving position, you get a fairly clear view of the road ahead. At the back, there are fairly large C-pillars, and while an extra pair of small windows take away a small sliver of the blind spot, visibility isn't quite as strong as in a Jogger. Citroen's Advanced Comfort seats, which feature sections of memory foam on the seat cushions, are superbly soft yet supportive.

REAR SPACE The second row of seats are more than spacious enough for everyday life. Headroom and foot space are both excellent, while kneeroom is similar to a family hatchback. The middle seat is wide and soft, too. The second-row bench is mounted further forward than in five-seat models in order to accommodate the third row.

By Citroen's own admission, the third row is only best for occasional use by children. An adult of average height will have just enough distance to prevent their knees touching the seat backs in front, but only because the seat base is so low that it barely feels much different from sitting on the floor. Headroom is fine, though, while each third-row passenger gets a cup-holder, plus there's a USB-C plug to share.

BOOT SPACE In seven-seat mode, it's easiest to accept that the C3 Aircross doesn't really have a boot at all. Officially, there's 40 litres, but that's in the form of a tall, slim section.

When the back row is folded flat – a simple process thanks to nylon hoop releases on the tops of the seats – the volume grows to 330 litres. A slightly odd floor cover, split into two pieces, covers the seats when they're folded, to prevent items from falling between gaps.

The second-row seats also drop down, and while they don't quite lay perfectly flat, there's little to no step between the folded rows – unlike the Dacia Jogger's untidier approach. In two-seat configuration, the Aircross offers 1,470 litres – more than a family hatchback with its seats folded down, but well behind the Jogger's figure of more than 2,000 litres.

RELIABILITY & SAFETY 3.7/5★

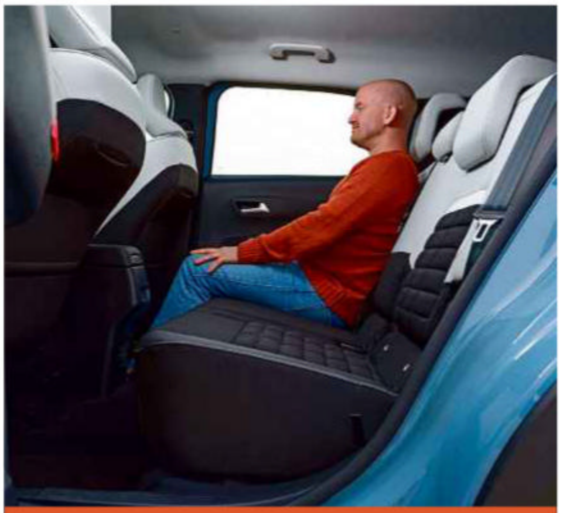
CITROEN finished 16th out of 31 brands in our 2025 Driver Power customer satisfaction survey – well ahead of Ford, Volkswagen and Dacia. It's mandatory for speed limit and lane-departure warning systems to be switched on every time a car is started. Fortunately, Citroen makes both easy to switch off; a long

INTERIOR
Use of differing materials helps lift the cabin, while the dashboard features physical controls

P
17°c
42.2 Mpg
334.4 mi

MIDDLE ROW

Second-row passengers have lots of leg and headroom. The middle seat is also comfortable and wide, which boosts the car's flexibility



TESTER'S NOTES

THE C3 Aircross is a lot more boxy than its predecessor. Some of those details have been inspired by the quirky Oli Concept, most notably the lighting design, but we wish Citroen had taken that approach further.

While we weren't expecting it to adopt the wacky cab-forward look of the Oli, we'd have at least welcomed more confident surfacing along the flanks, instead of the slightly soft, undefined look the production car arrives with. The mix of round plastic wheelarch cladding within a squared-off metal panel looks odd, too.

Alex Ingram
Chief reviewer

FEATURES

Citroen's "head-up display" is a digital panel set above the small steering wheel; second and third-row seats fold to provide different storage solutions; space in the back row is tight for adults, but fine for children

> **"CITROEN'S USE OF MATERIALS HELPS TO LIFT THE C3 AIRCROSS'S INTERIOR ABOVE THE BARGAIN BIN"**

press on two separate buttons to the right of the steering wheel does the trick.

WARRANTY 3.8/5★

AS standard, the C3 Aircross has a three year, 60,000-mile warranty. But Citroen's We Care package extends that to eight years or up to 100,000 miles if the car's scheduled services are done at an approved service centre. While the dealer's services will likely cost more than from an unofficial garage, We Care's duration is among the longest packages on the market.

SERVICING 3.8/5★

CITROEN states a service interval of one year or 12,500 miles for the petrol and hybrid versions of the C3 Aircross. A three-year service plan is available, which spreads the cost over monthly payments.

▶

FINDING a direct rival for the Dacia Jogger was incredibly difficult at the time of its launch. Yes, there were plenty of seven-seaters around, and there were lots of estate cars and SUVs, too, but none managed to merge those three qualities together in one car, nor offer anything similar for anywhere near the price. Even van-based people movers were much more expensive.

Now, the Jogger has a much closer rival in the form of the Citroen C3 Aircross and its Vauxhall Frontera sibling (see p30), yet it holds an advantage in a few key areas. Huge space, low running costs, thanks to frugal powertrains and resistance to depreciation, and keen pricing make it a compelling, if unusual, option.

ENGINES & PERFORMANCE 4.1/5★

THE Dacia Jogger line-up is fairly straightforward, with a choice of two engines and two trim levels. The engine range starts with a 1.0-litre, three-cylinder turbocharged petrol unit with 108bhp and 200Nm of torque. It's an adequate option in a car with space for seven, but not exactly powerful, so those who want to get a little more performance can turn to the hybrid model.

This set-up is lifted from parent brand Renault, and combines a 1.6-litre petrol engine with twin electric motors. The main 49bhp motor can power the Jogger on electricity alone for short distances through a 1.2kWh battery. The other is what Dacia calls a 'high-voltage starter/generator', which fires up the petrol engine when it's needed, and also controls the shifts in the 'dog box' transmission – used because Dacia says it's more efficient than either a traditional torque converter or dual-clutch automatic.

The electric motor moves the Jogger off the mark smoothly and silently. When more power is needed, or the battery runs low, the four-cylinder petrol wakes up; it's smoother than the three-cylinder unit in the C3 Aircross, but there's a high-frequency buzz that can be felt through the pedal.

A 0-62mph time of 10 seconds flat is a little behind its rival from Citroen, but that electric motor makes it feel more responsive for the most part – it's only when accelerating hard up to the national speed limit where the difference becomes more obvious.

As the hybrid system tries to switch between power sources and its special gearbox, it can occasionally feel laggy. Try to encourage a little urgency as you reach motorway speeds and the system wants to shift up right at the 70mph mark, but it creates a pause in the power of a couple of seconds – long enough to feel like you're actively losing speed. Still, driven gently, the tech tends to be a little smoother.

DRIVING 4.0/5★

THE Jogger is relaxing, comfortable and composed enough for family life. High-speed refinement could be better, but that aside it gets the job done without much fuss.

AROUND TOWN The Jogger isn't particularly large by seven-seater standards – at 4,547mm long, it's 244mm shorter than a Peugeot 5008 – but its wheelbase is large for its size, falling only about 100mm short of an Audi A8's. That doesn't help with low-speed manoeuvrability, though, and the Jogger's turning circle isn't great. Fortunately, rear parking sensors are standard across the range.

A & B-ROADS The Jogger's ride isn't set up to be sporty in any way, with comfort a priority. However, alongside the C3 Aircross, the ride is firmer – not to the point of being harsh by any stretch, but enough to make it feel a little better controlled over more bumpy roads.

Its handling is more responsive on twisting roads, too. In fact, once up and running, the Jogger doesn't feel any more unwieldy to drive than the Sandero supermini. It's more responsive than the Citroen and the range of van-based people carriers on the market. The steering is fairly light, but gains a little weight through corners, which lets the driver get a little more insight into how it's behaving than many of those van-based alternatives.

MOTORWAY At high speeds, the Jogger allows quite a lot of wind and road noise to reach the cabin. It's comfortable, though, and despite those slab sides, remains stable, too.

MPG & RUNNING COSTS 4.7/5★

FOR all the hybrid system's quirks, it's hard to argue with its ability to sip fuel at town speeds. In urban and suburban environments, where it's constantly switching between power sources to use its energy most efficiently, we've seen figures of over 58mpg. Harder driving and motorway runs will see that number drop off – a mid-forties figure is more realistic – but our test average of 50mpg is comfortably ahead of the hybrid version of the Citroen C3 Aircross.

TAX Both engines and trim levels in the Jogger are all subject to the same rates of Vehicle Excise Duty from the second to the sixth years. The first year of road tax is absorbed into the on-the-road price – from then on, it's a flat rate of £195 annually.

INSURANCE Insurance groups for the Jogger start at 13 – not much more than a supermini. Even the more powerful hybrid, in top spec Extreme trim, only climbs as high as 16.

DACIA

Space, comfort and efficiency m

DACIA
ET24 URP

MODEL TESTED:
Dacia Jogger Hybrid 140 Expression

PROS

- Hugely spacious cabin and boot
- Efficiency of hybrid system
- Residual values

CONS

- Road noise
- Laggy power delivery
- Low Driver Power brand rating

TESTER'S NOTE

THE model tested here proves that hybrid tech can still be very efficient if used in the right conditions, but performance is a touch behind the C3 Aircross. However, we expect Dacia will soon address that with an updated hybrid system, which is coming soon as part of a mid-life facelift.

Alex Ingram
Chief reviewer

Borrowing the powertrain from the Bigster SUV, the new set-up will feature a 1.8-litre engine in place of the current 1.6, plus a more powerful electric motor that will take the total power output up by 10bhp to 153bhp.

JOGGER

ake seven-seater a great value choice

QUALITY FEEL
Features such as the dark matt black roof rails, smart paint finish and advanced digital driver's display feel like they'd be at home on a far more expensive car

> "TRY AND ENCOURAGE A LITTLE URGENCY AS YOU REACH MOTORWAY SPEED AND IT WANTS TO SHIFT UP AT 70MPH"

▸

DEPRECIATION Being such a unique proposition that's so keenly priced, the Jogger has managed to maintain superb residual values since its launch.

That remains the case today, especially for hybrid models. In Expression trim, the Jogger is predicted to hold on to a superb 65 per cent of its original asking price after three years or 36,000 miles – it's among the best performers on the current new-car market.

INTERIOR & TECHNOLOGY 4.3/5★

THE Jogger's interior is very much about function rather than form, but on the whole, it gets that approach very right.

FRONT SPACE It's not the most exciting cabin, but it's hard to fault the Jogger's functionality. Big dials, chunky buttons and clearly labelled switchgear make everything easy to figure out, and included among the physical switches are controls for the heating and ventilation – there's no need to dive into a touchscreen here.

Dacia makes it easier than most brands to switch off driver assist systems, too; preset your preferences on a touchscreen menu, and they're programmed into the 'My Perso' button to the right of the steering wheel. With two prods of that, your selection is engaged.

QUALITY Much like the overall design, the choice of materials inside seem like they've been selected to keep costs down rather than to feel nice. Look beyond the hard, scratchy plastics, however, and everything feels screwed together well enough.

TECH AND INFOTAINMENT Compared with the rest of the cabin, the Jogger's digital driver's display almost seems at odds with the budget-first nature elsewhere. The screens are sharp and colourful, while chunky steering wheel buttons make it easy to switch between the trip and driving data menus.

A less modern function is the audio control stalk that is located behind the steering wheel; models from Dacia's parent group Renault have been using a near-identical design for these switches since the nineties, but it's so intuitive and conveniently placed that there's no need for change.

PRACTICALITY 4.4/5★

COMPACT on the outside yet huge on the inside, the Jogger has van-like load space in a car-like package.

FRONT SPACE From up front, the Jogger doesn't feel much different from the Sandero supermini. The driving position is a little raised, but it's easy to see out of. It's only when you turn to look over your shoulder that its full size becomes obvious.

Fortunately, the windows along the side are fairly large, so blind spots are mitigated well. The steering wheel is offset to the left of the driver's seat, so no amount of fiddling with the seat or wheel will straighten things out. Storage is good, with two cupholders, a tray ahead of the gearlever and deep door bins.

REAR SPACE The space in the middle row is great when it comes to knee and headroom, while the middle seat is almost the same width as the two to either side, so it's even reasonably comfortable three-abreast.

The Jogger's roofline climbs towards the back, which has allowed for the middle row to sit slightly higher than the front seats and gives a better view out for smaller, younger occupants. Big side windows let plenty of light in, too.

But despite huge rear doors, and a middle row that tumbles forward with fabric pulls, access to the third row is still a little tight. Once in there, there's plenty of room – only taller adults will have a reason to grumble about limited kneeroom. Those at the very back each get a cupholder and pop-out rear windows, plus a 12-volt socket to share.

BOOT SPACE Even with all seven seats in place, the Jogger offers 212 litres of boot space – far more than the nominal 40 litres that a Citroen C3 Aircross offers in the same layout.

Folding the third row down opens up 699 litres (albeit in an awkward load shape) or, after a little faffing with small red catches, they can be removed altogether to increase the capacity to 820 litres. Fold the middle row down and there's a vast 2,085 litres on offer. The large, flat hatchback and low load lip makes it easy to lift heavy items inside.

RELIABILITY & SAFETY 3.0/5★

At first glance, a one-star rating for the Jogger in its Euro NCAP safety test looks extremely disappointing. However, dive into the data, and its score (in fact, the score of the mechanically similar Dacia Sandero – NCAP hasn't tested the Jogger specifically so has duplicated its testing data) falls flat on its safety assist systems.

The autonomous emergency braking system isn't capable of detecting pedestrians, cyclists or animals – it can only detect other vehicles – which saw it marked down considerably. The lack of a seatbelt warning for the third row seats saw further marks lost. Its adult and child occupant protection scores were reasonable – not industry leading, but nothing to be that concerned about, either. Also not particularly impressive is the brand's

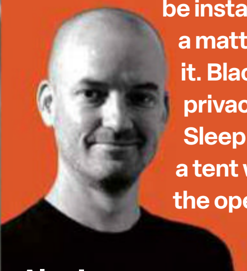
CABIN LAYOUT
Controls are intuitive and we like the simple switchgear, including rotary dials for heating and ventilation

PASSENGER COMFORT

Middle row seats are easily big enough for adults, while those in the rearmost row are much more generous than in the Citroen

TESTER'S NOTE

DACIA wants buyers to view it as not just a value-led brand, but as a rugged, outdoorsy type, too. That's reflected in the Jogger's option packs. For £1,815, the Sleep Pack + turns the back of the Jogger into a bedroom; remove the third row seats and a bed frame containing a storage box can be installed in their place, with a mattress laid on top of it. Black-out blinds add some privacy. For an extra £350, the Sleep Pack Ultimate includes a tent which attaches to the open boot.



Alex Ingram
Chief reviewer

ON THE ROAD

While the Jogger is slower than the C3 Aircross on paper, the hybrid system gives better mid-range power delivery and it feels more accomplished overall. Handling is composed, if not particularly exciting

> **"COMPARED WITH THE REST OF THE CABIN, THE DIGITAL DISPLAY SEEMS AT ODDS WITH ITS BUDGET NATURE"**

showing in our 2025 Driver Power customer satisfaction survey. A 29th place finish out of 31 manufacturers places Dacia towards the lower end of the rankings.

WARRANTY 2.8/5★

A THREE-year, 60,000-mile warranty is fairly underwhelming by the latest standards.

SERVICING 4.2/5★

DACIA clearly lists its service prices for every year and for every level of involvement for each service required. While this makes paying for individual services simple, Dacia makes things even easier by offering a service plan, which is even better value. Over the first three years the cost of this works out at a little over half the cost of buying the services individually.

PRICES AND SPECS

	CITROEN C3 AIRCROSS	DACIA JOGGER
Our choice	Hybrid Plus	1.6TCe Hybrid Expression
Price from/price of our choice	£25,330/£27,330	£23,305/£23,305
Petrol or diesel?	Petrol hybrid	Petrol hybrid
Test MPG	43.8mpg	50.0mpg

POWERTRAIN AND PERFORMANCE

Engine	3cyl in-line/1,199cc	4cyl in-line/1,598cc
HEV Motor	29bhp	49bhp
Power	143bhp	138bhp
Torque	205Nm	148Nm
Transmission	Six-speed auto/fwd	Multimode-auto/fwd
0-62mph/top speed	8.3 seconds/125mph	10.0 seconds/108mph
Fuel tank/battery capacity	44 litres/0.9kWh	50 litres/1.2kWh
MPG (WLTP)/range	53.3mpg/424 miles	57.6mpg/550 miles

DIMENSIONS

Length/wheelbase	4,395/2,672mm	4,547/2,898mm
Width/height	1,850/1,660mm	1,848/1,691m
Boot space (3rd row/2nd row/seats down)	40/330/1,470 litres	160/565/2,085 litres
Kerbweight/towing weight	1,348/710kg	1,385/750kg
Turning circle	10.9 metres	11.7 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000)	£13,172/52.00%	£15,966/65.69%
Depreciation	£12,158	£8,339
Insurance group/quote/VED	24/£713/£195	15/£798/£195
Three-year service cost	£655	£360
Annual tax liability std/higher rate	£1,460/£2,920	£1,234/£2,469
Annual fuel cost (10k/20k miles)	£ 1,404/£2,808	£1,273/£2,546
Basic warranty/recovery	3yrs (60,000 miles)/1yr	3yrs (60,000 miles)/3yrs
Driver Power manufacturer position	16th	29th
NCAP Adult/child/ped./assist/stars	TBC	70/69/41/39/1★ (2024)

EQUIPMENT

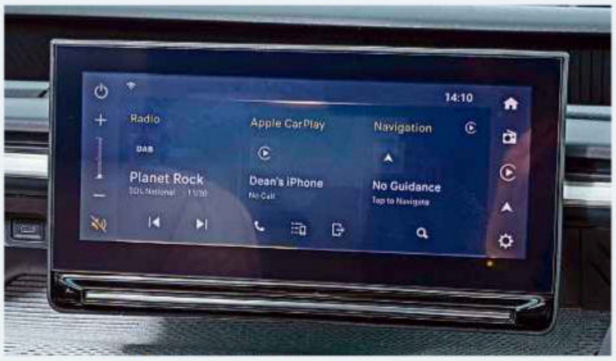
Metallic paint/wheel size	£645/17 inches	£650/17 inches
Parking sensors/camera	Rear/yes	Front & rear/yes
Spare wheel/Isofix points	Option/two	Space-saver/two
Keyless entry & go/powered tailgate	Yes/no	Yes/no
Leather/heated seats	No/no	No/no
Screen size/digital dashboard	10.25 inches/yes	8.0 inches/yes
Climate control/panoramic sunroof	Yes/no	Yes/no
USBs/wireless charging	Five/no	Three/no
Wireless CarPlay/Android Auto	Wired	Wired
Blind spot warning/head-up display	No/yes	No/no
Adaptive cruise/steering assist	No/yes	No/no

WHAT WE WOULD CHOOSE

CITROEN C3 AIRCROSS
If you don't need seven seats, then you can save the £765 third-row option, instead getting a roomy five seater. This pushes the second row back to give more kneeroom, and the boot grows to 460 litres.

DACIA JOGGER
Dacia offers a range of accessories to make the cabin more practical. The £259 Storage Pack + includes a boot storage box with dividers, vent-mounted smartphone holder and tray tables.

INFOTAINMENT



Citroen C3 3.7/5★

10.25" TOUCHSCREEN | KEY FEATURE: ANDROID AUTO

THE C3 Aircross keeps things fairly simple when it comes to its touchscreen set-up. On the entry-level Plus trim, there isn't even a built-in navigation system – you'll need to get the Max trim for that. Both Apple CarPlay and Android Auto are compatible, though, so we'd much rather use the processing power of a phone to navigate and connect our music easily instead. The rest of the set-up is simply laid out with clear icons, and the screen is fairly responsive to touch inputs.

16° 14:40
Radio
Media
Phone
Vehicle
Settings
Smartphone Integration

Dacia Jogger 3.7/5★

8" MEDIA DISPLAY | KEY FEATURE: APPLE CARPLAY

AS with the Citroen, the entry-level trim doesn't feature built-in navigation, but it still has Apple CarPlay and Android Auto, so that's no big loss. At least if it operates – we found connecting a smartphone via USB didn't always work. The Dacia's eight-inch touchscreen looks tidy, though; it's not the largest on the market, but the screen is sharp and the graphics are simple yet easy to read. What few features are present are accessed via a main menu page, where they're laid out in six clear icons.

> **"IT GETS APPLE CARPLAY AND ANDROID AUTO, BUT WE FOUND CONNECTING A PHONE VIA USB DIDN'T ALWAYS WORK"**

DACIA JOGGER BEST FOR: SPACE
Despite its modest size, those unusual proportions grant the Jogger so much space inside. It's roomy enough to hold seven adults in comfort.

CITROEN C3 AIRCROSS BEST FOR: COMFORT
While we think a little tweaking could make the ride even better, the C3 Aircross gets soft suspension complemented by sumptuous seats.

RESULTS

WINNER ★★★★½

Dacia Jogger

THIS test reveals that the Jogger has met its closest match yet – both in terms of concept and overall ability. However, the Dacia still narrowly gets the nod from us. For the same money as the Citroen, it's more spacious and versatile – the most important considerations for practical seven-seaters such as these. The Citroen shows there is room for improvement for the Jogger – most obviously in terms of long-distance refinement – but low running costs and strong residual values help the Dacia to the overall win in this contest.

AUTO EXPRESS
ROAD TEST WINNER
OCTOBER 2025
★★★★½
Dacia Jogger

INTERESTED?
Scan the code to see our deals on a new Dacia Jogger

RUNNER UP ★★★★☆

Citroen C3 Aircross

THE Citroen gives buyers a new option at the cheaper end of the seven-seat market. It comfortably undercuts all rivals but the Dacia on price, so it's an appealing package overall. For some, the smaller footprint will be a particular draw, but it's pushing the limits of packaging for a seven-seater, because the third row of seats are small, and the boot is all but non-existent when they're in use. It's refined, quicker and feels a little less cheap inside than the Jogger though, so depending on your priorities, it's still well worth a look.

INTERESTED?
Scan the code to view brand-new Citroen C3 Aircrosses

SEEING RED
Our X3's Fire Red paint and black trim reminds Phil of South Park's Satan, but the SUV has settled into life on our long-term fleet well

FIRST REPORT

BMW X3

Mid-size plug-in hybrid SUV makes a good start on our fleet, thanks in part to a serious spec sheet

Phil McNamara

Philip.McNamara@autoexpress.co.uk

PLUG-in hybrids: the best-of-both worlds or the devil's work? Given its Fire Red paint and matt black 21-inch alloys, the X3 30e M Sport is a dead-ringer for South Park's Satan, but fuel efficiency is borderline angelic.

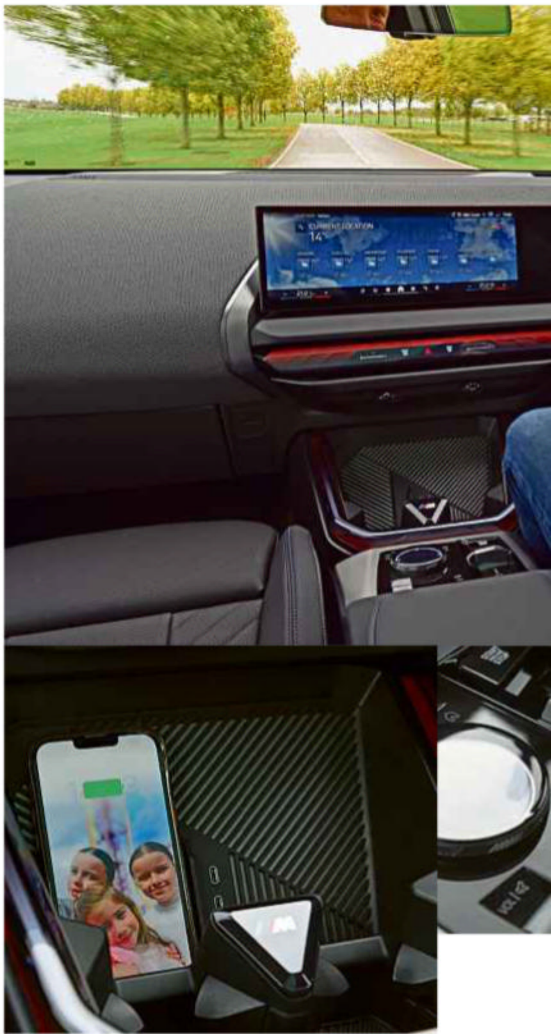
We've travelled 468 miles so far and there's still one-third of the first tank remaining. That's because my home wallbox keeps the 19.7kWh battery topped up, costing about £16 on electricity so far. Fully charged the 30e is good for 50 miles of EV range, quietly undertaking school runs and shopping trips while emitting zero emissions.

The 181bhp motor sandwiched between the engine and eight-speed automatic transmission has plenty enough grunt to hustle the X3 along. And that's a good thing because there's little pleasure to be had from the four-cylinder turbo kicking in. It sounds rather wheezy and – like many hybrids – can trigger some indecision about whether the car should engage electric or combustion mode, particularly if you come on and off the throttle swiftly at roundabouts or junctions.

My mission is to avoid using petrol almost as much as I did in my previous long-termer, the all-electric Volkswagen ID.7, and our 64.8mpg average is a good start. One long journey was a weekday cruise to Gaydon's British Motor Museum. The M Sport suspension has an underlying tautness but comfortably shrugs off potholes and crests, and the car is pretty quiet at motorway speeds. Setting off fully charged, the 30e returned 76.3mpg but drained the battery on the outward leg, leading to 47.8mpg over the 182-mile round trip.

The standard, figure-hugging M sports seats are plumper than November turkeys but a lot more vegan. The £1,350 glass sunroof lifts the dark cabin, which has a few characterful touches compared with our previous BMW 530e long-termer. There are huge side pods housing the door handle and an air vent with an elaborate slider control, and the big, angled central cubby contains a wireless charging smartphone plinth and two cup-holders.

The X3 range starts at £51,605 for the 20 petrol xLine, with the diesel only £1,135 more. It's an almost £6k jump to the plug-in 30e xLine, with our M Sport version costing £59,015 – before a lot of options. The



Pete Gibson

INTERIOR

Rear seat space (above) is fine for kids and adequate for adults; the woven fabric upholstery (left) on the armrests exfoliated Phil's elbows when he was driving

FUEL ECONOMY

Phil is keen to see how efficient our PHEV is. He's averaging 64.8mpg so far with repeated top ups of the X3's battery; wireless phone charging (left) comes in handy

aforementioned paint and wheels are £875 and £2,150 respectively, and we've got three option packs. M Sport Pro Pack (£2,300) adds the Iconic Glow kidney grille, red brake calipers and the dechromed, high-gloss black exterior finishes. Completing the external mods are a £1,025 tow bar and £450 sun protection glass.

The £1,350 Comfort Plus Pack includes rear window blinds, plus heated seats all round, cooled front perches with lumbar support, and Harman Kardon surround sound. The silky M steering wheel gets £250 heating, and while the £450 woven fabric upholstery looks great, I roll elbows-out van driver-style and it's like resting your arm on a cheese grater.

The £2,275 Technology Pack polishes things off with a driver-monitoring camera, head-up display, automated parking and stop-and-go driver assistance. The total cost of these options is a remarkable £13,975 – almost the price of a new Dacia Sandero.

The X3 is, of course, BMW's mid-size SUV and space is adequate: two six-footers can sit in tandem with about an inch of rear kneeroom. The wide, shallow boot has no load lip, but the hybrid battery prevents any proper underfloor stowage, so carrying the charging cable will nibble into its modest 460-litre capacity.

MODEL TESTED:
BMW X3 30e xDrive M Sport

On fleet since:	September 2025
Price new:	£59,015
Powertrain:	2.0-litre 4cyl turbo petrol PHEV
Power/torque:	295bhp/450Nm
CO_2/BiK tax:	23g/km/9%

Options: Technology Pack (£2,275), M Sport Pro Pack (£2,300), Comfort Plus Pack (£1,350), matt black 21-inch alloys (£2,150), Fire Red paint (£875), tow bar (£1,025), sun protection glass (£450), heated steering wheel (£250), woven fabric upholstery (£450)

Insurance*:	Group: 38 Quote: £1,414
Mileage/mpg:	2,710/64.8mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Characterful cockpit	We'd like more room in rear seats
Quiet, efficient electric running	Uncharismatic petrol engine
Decent performance	Boot capacity is small

VERDICT ★★★★☆

FIRST impressions reveal a high-quality, beautifully finished SUV, but one not as spacious or practical as my previous, longer ID.7 test car. Such are the packaging benefits of EVs. Plug-in hybrids are getting some stick for producing greater CO_2 emissions than claimed, so it'll be fascinating to see how our BMW PHEV performs, especially on efficiency.

SECOND REPORT

CUPRA TERRAMAR

Petrol SUV delivers great practicality with a dose of Latin flair

ON THE ROAD
We love the driving dynamics of our Cupra, as well as its passenger comfort, but fuel economy comes up short

KY25 JXE
KY25
I15 VZU

PRACTICAL PROPOSITION
It doesn't look huge, but the Terramar is well thought out and spacious. Sat-nav (above left) isn't responsive to traffic, though

> "AFTER A SUCCESSION OF ELECTRIC CARS, IT'S NOTABLE HOW MUCH MORE LEG AND HEADROOM PASSENGERS GET IN THE CUPRA"

Darren Wilson

Darren.Wilson@autoexpress.co.uk

AEX OUR Cupra Terramar could be described as the lively sibling in a line-up of Volkswagen Group five-seat SUVs. Youthful, aggressive lines with stylish exterior light assemblies present funky yet flashy signatures upon locking, helping it stand out in the local supermarket car park. But, is it a case of style over substance when it comes to ticking the boxes of a working family SUV?

So far, I've found the Terramar extremely practical. I've been lucky enough to have two recent holidays that required airport runs, and comfortably accommodated four adults along with multiple cases, rucksacks and coats. A fifth person and luggage would have been achievable, but with some creative packing.

The 540-litre boot has a removable floor that can be set on two levels. Our car has no spare wheel, so by dropping the floor, I can stand luggage up without removing the parcel shelf or sliding the seat forward. For everyday use I raise the base a notch and use that under-floor space for bags, picnic blankets, wellies and spare waterproofs – the kind of essentials an outward-bound family likes to keep handy, but without cluttering up the boot.

Having driven a number of electric long-term test cars in succession, it's noticeable how much more leg and headroom passengers get in the petrol-powered Terramar, presumably due to the raised roofline and lack of under-floor batteries. Legroom is especially good for both my grown-up children, with no lifting of knees. Rear air vents and USB-C sockets add further passenger convenience, and the back seat splits 40:20:40 for greater versatility, although I usually have two Isofix child seats in the back for my grandchildren, which would hinder this.

On the second of our airport runs, we were accompanied by friends rather than family, so I asked for their opinion on the car as well. They were impressed with the level of comfort inside the Cupra, but also by its interior styling and neat digital displays – although it

BAGGAGE HANDLER
JXE

Pete Gibson

MODEL TESTED:

Cupra Terramar 2.0 TSI 204PS 4Drive V2

On fleet since:	August 2025
Price new:	£46,120
Powertrain:	2.0-litre 4cyl turbocharged petrol
Power/torque:	204bhp/320Nm
CO2/BiK:	172g/km/37%
Options:	Metallic paint (£695)
Insurance*:	Group: 29E Quote: £968.84
Mileage/mpg:	2,350/31.9mpg
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Interior comfort and styling
- Practical with good boot space
- Attractive brand image

CONS

- Feels a little heavy
- Sat-nav routes are inflexible
- Colour tends to show up dirt

BOOT SPACE

The luggage bay has an adjustable floor, giving a choice between depth or a flat loading surface

did take a little time for me to get used to the infotainment set-up.

It has a mixture of touch-sensitive buttons for the screen and steering wheel, plus sliders for the climate control. While I can't fault the displays – both are clear and give simple navigation instructions, with the head-up display meaning you needn't look away from the road – the navigation routes tend to stick to main roads and not adapt to shortcuts or detours around known local traffic pinch points, as you might find using Google Maps or Waze via Android Auto or CarPlay.

Otherwise, sharp, responsive steering on twisty roads makes the Terramar fun to drive. It has a good turn of speed once you reach an open road and hit the Cupra button to engage Sport mode, but it feels a bit heavy at times, even when not fully loaded with passengers.

This means the fuel economy isn't great. The consumption can be displayed per journey and in my case fluctuates between shorter urban runs, often struggling to break 20mpg, and a few longer A-road and motorway stints that have seen 43.2 mpg. The average at present is around 32mpg.

VERDICT ★★★★½

THE Cupra has plenty of rivals, including its cheaper Tiguan and larger Kodiaq siblings. However, if you wish to transport adults and luggage both in comfort and with a flourish, it's well worth checking out the Terramar.

FLEETWATCH

MAZDA CX-30

WE recently documented the death of the manual gearbox (less than 20 per cent of new cars are offered with one now), so it's a novelty to jump into the CX-30 and find three pedals and a six-speed manual. And then you use it and remember how good Mazda is at a precise, satisfying short-throw gearshift. It's a nice reminder of what drivers are increasingly losing.

While I mention looking backwards, less good is the CX-30's rear visibility. The clear reversing camera is a relief, because the thick pillars and narrow rear window make car park manoeuvres more stressful than they would be in a model with more glass, especially now it's wintery and dark earlier.

What's more impressive is Mazda's 138bhp Skyactiv-G engine. While the 2.5-litre unit never feels that perky, it's smooth and refined, and fuel economy is now around 44mpg, which is close to the 47.1mpg official figure. Anything high-30s would be good in the real-world, so across a mix of urban and long-distance driving, the CX-30 is proving very efficient.

PAUL BARKER

Rearward visibility isn't great, so the CX-30's reversing camera comes in handy

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Audi A3	Issues 1,884, 1,895
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Audi fleet favourite guns for 3 Series

NEW NISSAN LEAF
EV trailblazer returns as an SUV

RENAULT SYMBIOZ REVEALED ULTIMATE GOLF GTI

NEWS

DETAILS Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom

GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND AGILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

ches out with all-new Leaf

norphed into a sleek and slippery rival for the VW ID.3 and Kia EV3

STYLING Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range

chic and sexiness," he said. "The [styling] of the Leaf is again very much shaped by bringing 604 kilometres [of range] to the customer within that price range."

Nissan has also sprinkled in plenty of nineties-inspired design details, harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-San' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage.

It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,350mm long, it's only around 50mm longer than the boxy Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ▶

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25 June 2025 11

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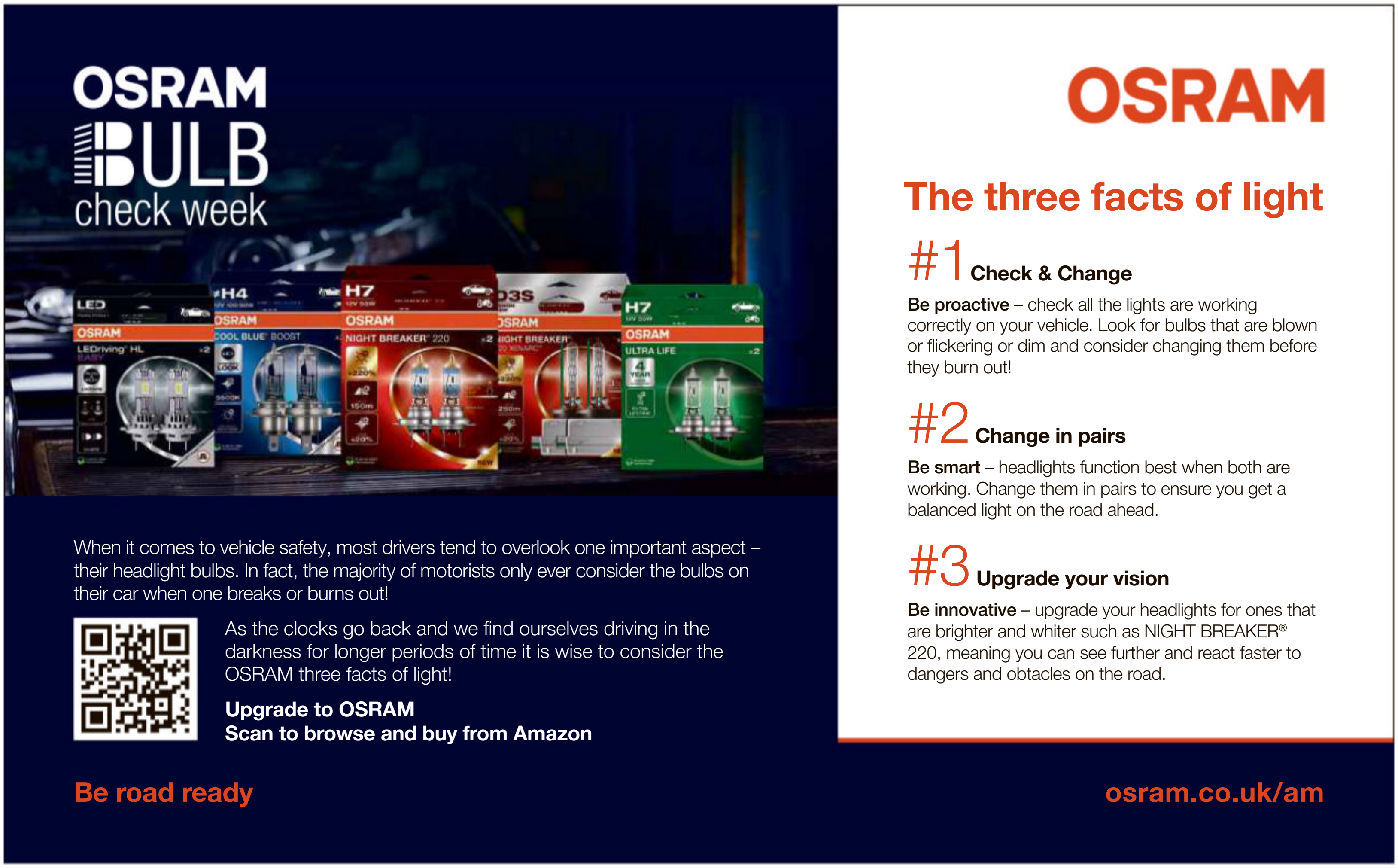

OSRAM BULB check week

When it comes to vehicle safety, most drivers tend to overlook one important aspect – their headlight bulbs. In fact, the majority of motorists only ever consider the bulbs on their car when one breaks or burns out!

As the clocks go back and we find ourselves driving in the darkness for longer periods of time it is wise to consider the OSRAM three facts of light!

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58 NEW PRODUCT MUSTANG KIT
CaDA Lego rival reviewed

59 MINI TEST FITTED COVERS
Tailored options tested

60 PRODUCT TEST TYRE SEALANTS
Roadside repairs rated

PRODUCTS

HOT KIT

TomTom Tom

Price: £69.99 **Contact:** *TomTom.com*

DISCREET
The TomTom Tom is designed to give drivers warnings about speed limits, delays and hazards, but without dominating the car's dashboard

SAT-NAV giant TomTom has launched a new device which it says will alert drivers to speed cameras, hazards and traffic without needing a distracting screen. The new gadget – confusingly called the TomTom Tom – measures 48 x 48 x 15mm and sticks to your dashboard using an adhesive pad and magnetic mount. Once activated, it uses a glowing LED ring which illuminates in different colours to show it is connected and to warn of different alerts.

It works by automatically connecting to the TomTom app on your smartphone, which runs in the background when the device starts. This uses data from over 600 million devices which are connected to TomTom globally, to provide real-time data for traffic information and dynamic routing.

Using the Tom means drivers will receive alerts without the need to enter a planned route in their sat-nav or even have the phone showing a map. The app is free to download and compatible with Apple CarPlay and Android Auto, plus there is no subscription required and it will connect with different phones if multiple drivers use the car.

Once running, the Tom will glow and buzz when you are approaching traffic, hazards or speed cameras, or if you're speeding. Users report problems by tapping a button on the top of the Tom. Battery life is around a month and it's recharged via a USB cable.

BOOKS

Grid to Glory

Alex Jacques Michael O'Mara Books, *mombooks.com*
Price: £20 **Rating:** ★★★★½

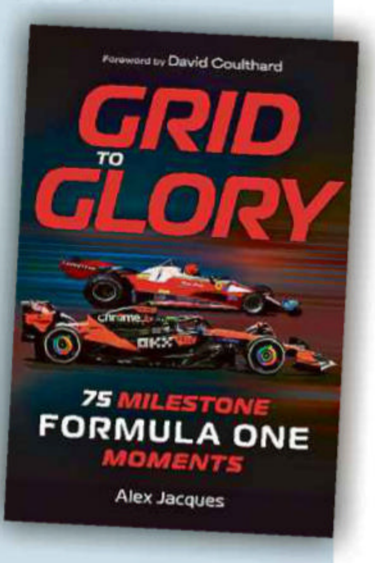
AS Formula 1 celebrates its 75th season, the temptation to look back is too strong to resist.

As a result, current F1 commentator for F1TV and Channel 4, Alex Jacques, has taken the opportunity to pinpoint 75 of the sport's greatest moments from across the years in a new book marking the milestone moments of the world's premier motorsport competition.

From the metamorphosis of a series of disparate races into the first ever Formula 1 World Championship, through the Moss, Fangio, Senna years, and beyond that to more modern-day exploits, there are tales here that plenty of longtime F1 fans will enjoy reminiscing about – along with one or two earlier stories that might shock younger readers as examples of how things used to be done.

Jacques clearly doesn't lack knowledge, but he's also an excellent and engaging writer – this is an entertaining read and each chapter feels like its own little narrative. Some of the stories are stronger than others, but that's very much the nature of a compilation book such as this one.

Two panels of excellent period images – albeit with a couple of formatting errors – complete what is a highly satisfying and enjoyable read for F1 fans old and new.



NEW PRODUCT

CaDA brick-built Ford Shelby Mustang

Price:£14.99 **Contact:** *wonderlandmodels.com*

EVER since Lego's patent expired in 1978, the market has seen plenty of similar brick-based construction kits, which are aimed at both kids and adult collectors.

CaDA is one of the more serious rivals, with high quality sets that tend to be slightly closer to real life than the Danish originals – and they are generally a bit cheaper, too.

We have already seen classics such as the Citroen 2CV, Audi R8 and Mazda RX-7 recreated by the company, while its newest kit honours an iconic American muscle car – the 1966 Shelby GT 350H Mustang, which was a special rent-a-racer version of the car, tuned by the legendary Carroll Shelby's company from 1965 to 1967 and initially offered through rental firm Hertz.

CaDA's model version consists of 285 pieces which lock together just like Lego, and will be easy enough for anyone over the age of eight to assemble. The parts are even compatible with Lego, should the builder wish to create their own special modifications.

The body parts are finished in a glossy black with gold stripes, with these details printed onto the bricks rather than using stickers. This makes it easier to assemble and the model more resistant to damage if it's being used for play once constructed, rather than just display. Other detail features include a representation of the real car's power bulge on the bonnet and a neat Cobra snake badge on the grille.

Once finished, the CaDA Mustang measures 160mm long, 72mm wide, and 48mm high, making it a reasonably accurate 1:24 scale replica of the real thing. It's available now, priced at £14.99 – an ideal stocking filler if you're looking for festive gifts.

CaDA
OFFICIAL
Shelby GT 350H
8+ | C55034W | 285PCS | 1:24
GT350H
SUPER SNAKE
6SHELBYH
SUPER SNAKE

AUTHENTICITY
Among the features on CaDA's Shelby Mustang are a power bulge, snake grille badge and printed US-style licence plates

FIRST TEST

15:20
Phone
Music
Maps
Messages
Now Playing
KENWOOD
HOME
Settings
Waze
KENWOOD

Kenwood DMX5023DABS

Price: £267.50 **Rating:** ★★★★☆
Contact: *kenwood-electronics.co.uk*

ONE of the common reasons why drivers want to upgrade to a newer car is to benefit from modern connectivity.

Many of us want to stay connected with a screen in the dashboard that mirrors our hand-held devices. It means we don't have to rely on the radio for entertainment, and can see navigation more clearly.

Like most upgraded head units, Kenwood's new DMX5023DABS has a double DIN screen. But rather than needing a huge space in the dash, Kenwood has crammed the 5023's hardware into a short, single DIN body, so it's easier to fit into cars where space is tight.

The unit has most of the features you'd want to upgrade to the latest tech, including a DAB radio receiver, reversing camera inputs, smartphone screen mirroring and – crucially – Apple CarPlay and Android Auto. At this price, it's too much to expect a wireless connection, but the unit connects and pairs immediately if you plug it in.

It also features Bluetooth for streaming and making calls, with a microphone built into the fascia, making installation easier than head units with separate mics. The sound quality in calls does seem to suffer slightly, though.

The other audio quality is fine, however, and the 6.8-inch screen is responsive and clear. At £267.50, the DMX5023DABS is a lot cheaper than upgrading to a new car.

MINI TEST

Craig Cheetham

IF you have a classic car or summer toy, then chances are you like to tuck it away for the winter. But whether you store it in an outbuilding or in a domestic garage, you can't keep it completely clean.

Garages are dusty environments, after all, and there's always a risk that something could fall or spill onto the car. Plus, if you give your car a final clean before putting it to bed for the winter months, you'll want to protect that shine so that it's spick and span when spring arrives.

We tested a selection of generic indoor car covers in Issue 1,894, but if you want something more upmarket for your special car, then there's also the option of a fully tailored cover. Here, we put three of the best-known names in the business up against each other to see how their indoor covers fared on our Audi TT Roadster.

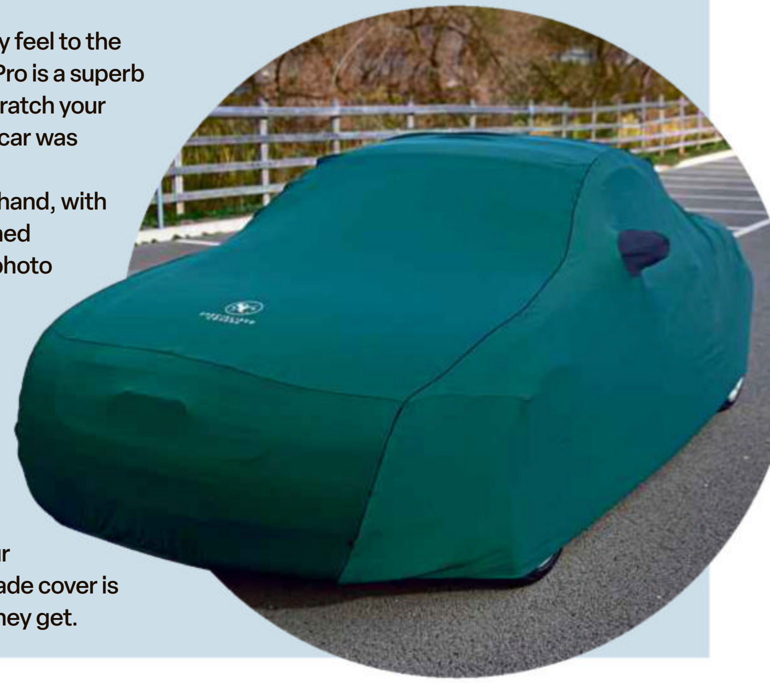
Specialised Covers Tailored Indoor Pro

Contact: *specialisedcovers.com*
Price: £289 **Rating:** ★★★★★

WITH a thick inner fleece lining and a quality feel to the outer layer, the Specialised Covers Indoor Pro is a superb car cover. That soft lining means it won't scratch your paintwork, while the fit on our Audi TT test car was perfect, even down to the mirror pockets.

That's because each cover is finished by hand, with the covers cut individually to size and stitched in-house. Specialised Covers will ask for a photo of your car in order to check items such as bodykits and spoilers before you agree to the commission, guaranteeing the fit. You can also choose the colour.

The cover arrives in a handy carry bag that stashes neatly in the boot. We also found the weight made it easy to put over the car, the only tiny gripe being that the fleecy lining gripped a bit too much onto our car's soft-top. The quality of this British-made cover is also impossible to ignore – it's as good as they get.



TESTED Tailored indoor car covers

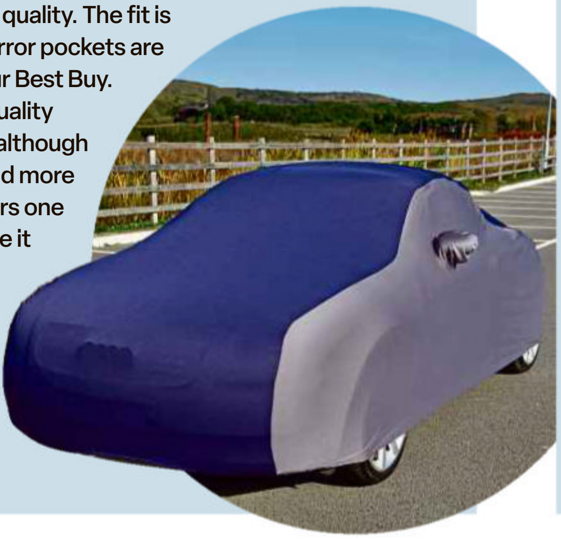
CUT TO SIZE: If you want the best protection when tucking your car away for the winter, here are some made-to-measure options to keep dirt at bay

Richbrook Fully Tailored Bespoke Indoor Cover

Price: £345 **Contact:** *richbrook.co.uk*
Rating: ★★★★½

THE Richbrook cover is also made-to-order and there's no faulting the quality. The fit is excellent, although the mirror pockets are slightly baggier than on our Best Buy.

Nevertheless, this is a quality product and is easy to fit, although we did find it moved around more than the Specialised Covers one when we were trying to line it up. There isn't a huge amount to choose between the two best covers and we love the two-tone finish, but the Richbrook is pricier than our top choice.



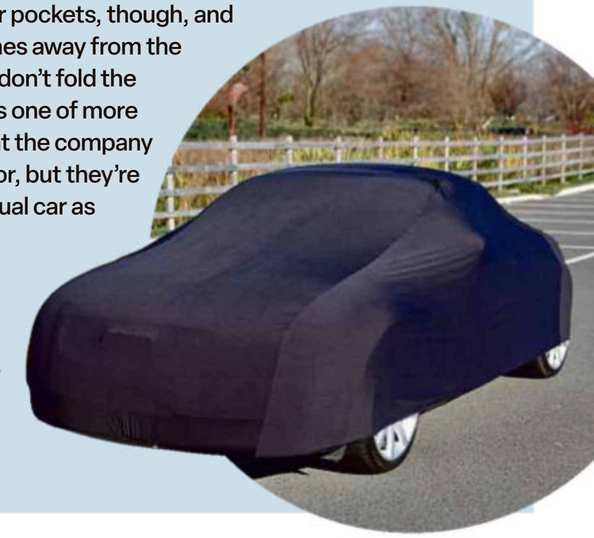
UK Custom Covers

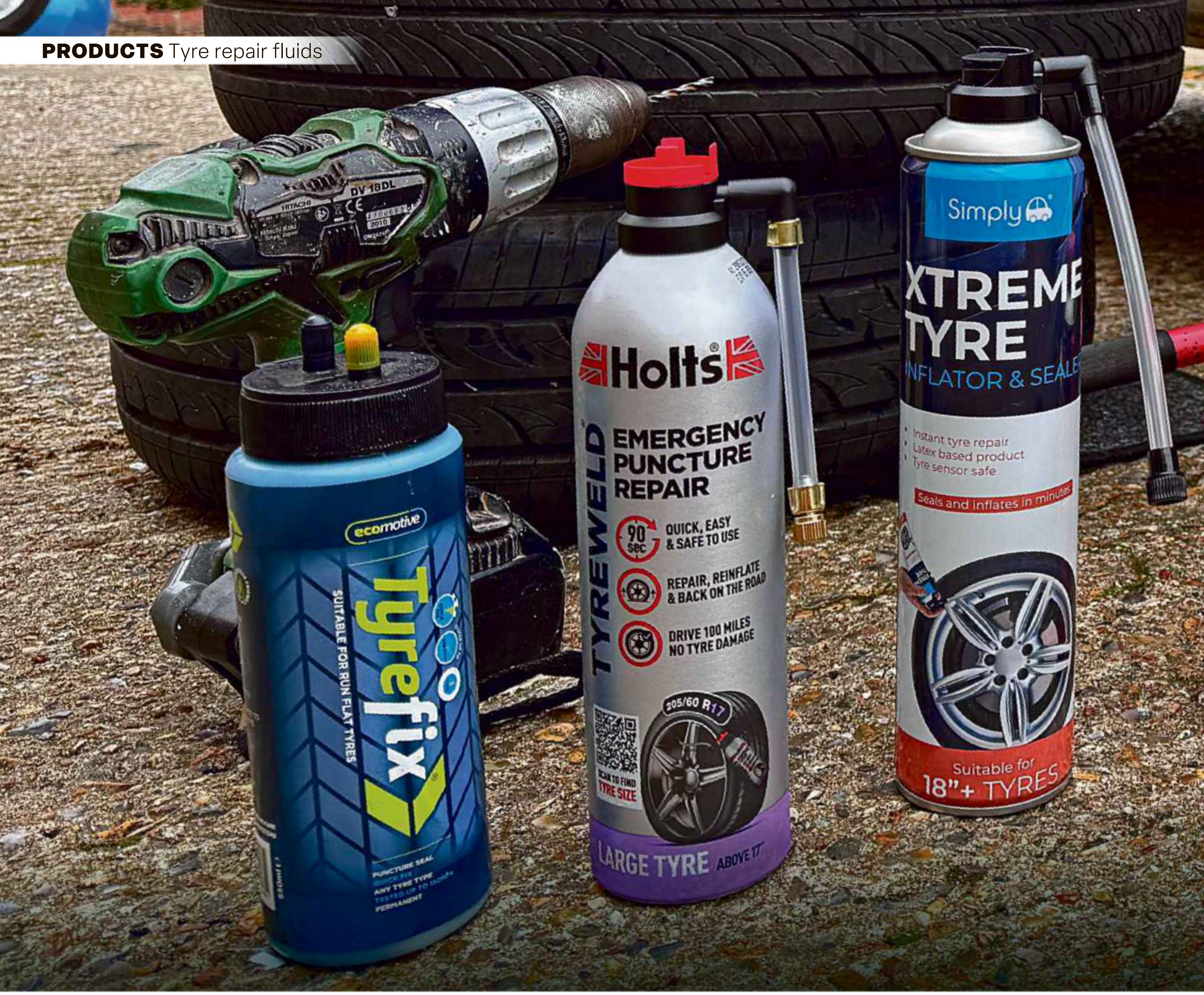
Price: £129.95 **Contact:** *ukcustomcarcovers.com*
Rating: ★★★★☆

THE UK Custom Covers offering is less than half the price of its rivals here, and that will no doubt make it more appealing to a lot of buyers. It certainly does the job – it was easy to put on and take off, albeit lighter than the other two here.

There are no mirror pockets, though, and that means it stretches away from the side of the car if you don't fold the mirrors in. The Audi is one of more than 500 models that the company can provide covers for, but they're not cut to the individual car as with its rivals here.

If you just want a quality indoor car cover to keep the dust at bay, then this is a more than credible alternative at a great price.





TYRE REPAIR FLUIDS

Punctures are deflating – but which of these solutions is the best emergency fix?

Tom Barnard

EVEN the most reliable car can leave you stranded by the roadside if you get a puncture. All it takes is a stray nail or shard of glass cutting into your tyre and you're left feeling seriously deflated. If your car has a spare wheel at all, and many don't these days, then changing it can be hard work and is also dangerous by the side of a busy road. This is where an emergency tyre repair kit could get you out of trouble.

As well as being an alternative to waiting hours for a rescue, they can be used in just a few minutes and may get you all the way home – or at least to a safer spot.

Most are a foam or liquid which is designed to solidify as the air rushes out of the hole in the tyre, creating a blockage that plugs the puncture. Others are kits which use a rubber bung and glue. The aerosol type will usually inflate the tyre while dispensing fluid, while others require a separate pump.

We tried seven different products and were shocked by the results – only three were able to provide a repair that allowed us to drive any reasonable distance.

BUY YOUR CAR KIT WITH CONFIDENCE

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

INFLATES IN 90 SECONDS
CarPlan
FLAT MATE
EMERGENCY Puncture Repair
MEDIUM TYRE
RING
Flat Tyre Sealant
Works with your car tyre inflator
THRU CORE
JUST CONNECT TO AIR
TYRE SENSOR SAFE
slime
ASSIST
EMERGENCY TYRE SEALANT
450ml
LASER
Emergency Tyre Kit - 19pc
9146

> **"ONLY THREE OF THEM WERE ABLE TO PROVIDE A REPAIR THAT ALLOWED US TO DRIVE A REASONABLE DISTANCE"**

RING
Flat Tyre Sealant
Works with your car tyre inflator*
Shake
Connect
Plug in
Switch on
Drive
Check
Suitable for:
Selante de furos universal
Universalforsegler til fladt dæk
Universele bandenreparatievloeistof
Universaltätningsmedel för punkterade däck

Ring Flat Tyre Sealant

AUTO EXPRESS
BEST BUY
2025

Rating: ★★★★½
Price: £11.19
Contact: *eurocarparts.com*

THE Ring is the only sealant we'd be confident using at the roadside and then trust to get us home. It looks similar to the bottles contained in many newer cars' factory-fitted puncture repair kits and requires the use of an electric compressor to dispense the fluid and inflate the tyre. Connecting it is easy though, and by making sure the puncture was at the bottom of the wheel when we were filling, the hole was quickly plugged. It was mess free, quick and effective.

How we tested

WE bought sets of wheels and tyres from a scrapyard and used a 4mm drill to create a hole in the tread which would be typical of a puncture caused by a wood screw or nail. We then carefully followed the instructions provided to try and plug the hole using the sealant or kit provided. The tyre's pressure was checked after 10 minutes, and the car was driven for a mile if it was safe and practical. The pressure was then checked again after an hour and then once more following day to see if the repair was holding up. Extra points were awarded for ease of use and a mess-free operation.

> **"THE PRESSURE WAS CHECKED AFTER 10 MINUTES, AND THE CAR WAS DRIVEN FOR A MILE IF IT WAS SAFE TO DO SO"**

Holts Tyreweld

Price: £7.99
Rating: ★★★★☆
Contact: *holtsauto.com*

AUTO EXPRESS Recommended 2025

THE main advantage of the Tyreweld over our winner is that it is contained in an aerosol, so it inflates the tyre at the same time as filling it with the sealant goo. This works best on punctures smaller than our 4mm hole though, as a considerable amount of air – and foam – escaped before the puncture hole was sealed, leaving the tyre under-inflated by the time the canister ran out of pressurised gas.

Be prepared for a mess too, because the foam oozes out of the valve after use and is quite sticky to the touch.

The repair and inflation would have been good enough to let us drive to a safer place or garage pump though.

Holts
TYREWELD
EMERGENCY PUNCTURE REPAIR
90 sec
QUICK, EASY & SAFE TO USE
REPAIR, REINFLATE & BACK ON THE ROAD
DRIVE 100 MILES NO TYRE DAMAGE
205/60 R17
SCAN TO FIND TYRE SIZE
LARGE TYRE ABOVE

Laser Emergency Tyre Repair Kit

Price: £18.27
Rating: ★★★★☆
Contact: *lasertools.co.uk*

AUTO EXPRESS Recommended 2025

THE Laser represents a different type of repair kit which is similar to those used by the breakdown services.

Instead of using foam, you plug the puncture using rubber bungs and glue. We had to make the hole in our tyre a little larger using the kit's rasp, and we still struggled to get the sticky strip in place with the T-handled applicator. But once the plug was in, the reinflated tyre was totally airtight. It worked well, but it's not a process we'd want to try by the side of a busy road.

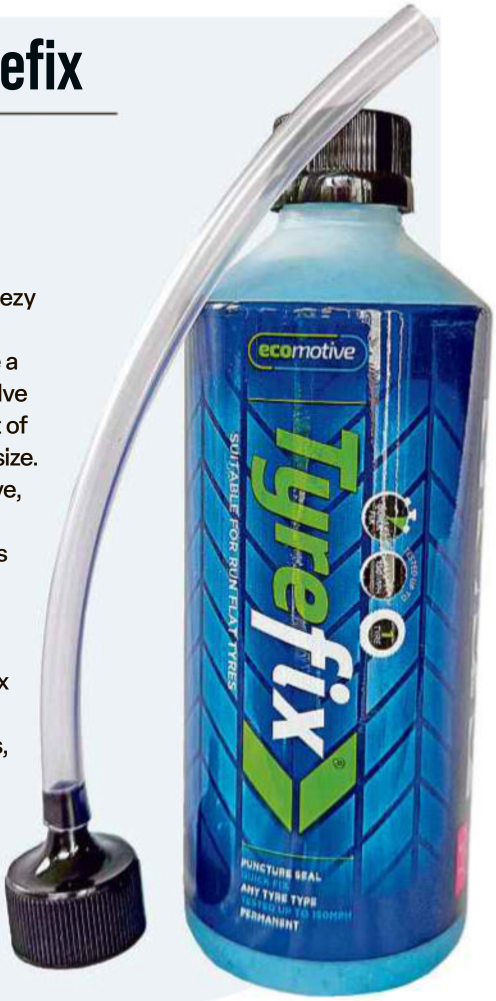
LASER
9146
Emergency Tyre Repair Kit - 19pc

Ecomotive Tyrefix

Price: £19.99
Rating: ★★★½☆
Contact: *eco-motive.com*

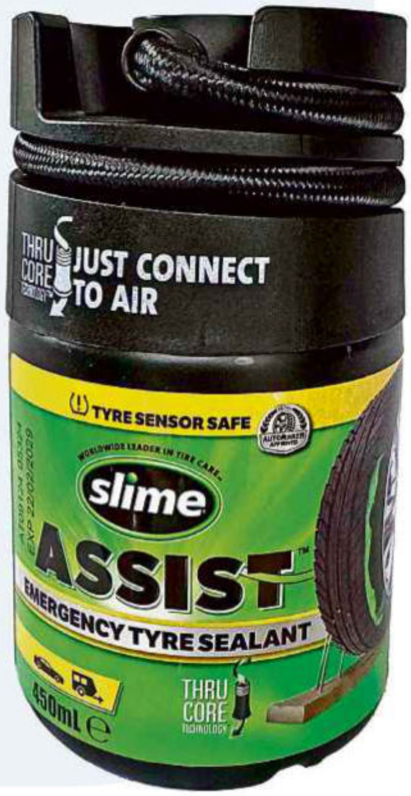
TYREFIX is supplied in a squeezy bottle rather than an aerosol, which means you need to use a tool to remove the wheel's valve core and pour in a set amount of fluid depending on the wheel size. You then reassemble the valve, inflate the tyre and drive for a few miles to ensure the fluid is evenly distributed inside the structure of the tyre.

It eventually plugged the hole in our test tyre, but Tyrefix isn't as simple to use or as cheap as its rivals here. It does, however, have environmental credentials because it doesn't use any aerosol gases and generates less overall waste.


ecomotive
Tyrefix
SUITABLE FOR RUN FLAT TYRES
PUNCTURE SEAL
ANY TYRE TYPE
PERMANENT

Slime Assist Car Tyre Sealant

Price: £20.00
Rating: ★★☆☆☆
Contact: *halfords.com*


THRU CORE TECHNOLOGY
JUST CONNECT TO AIR
TYRE SENSOR SAFE
slime
ASSIST™
EMERGENCY TYRE SEALANT
450ml ℮
THRU CORE TECHNOLOGY

IT look similar to the winning Ring and works in the same way, but the Slime Assist Emergency Tyre Sealant wasn't nearly as effective.

The bottle needs to be hooked up to a compressor to fill the tyre with the white fluid, which looks and smells like the PVA glue used in primary school craft lessons.

Despite claims it can seal holes up to 6mm, the liquid just poured uselessly out of our 4mm puncture and failed to stop the air leak. It also looks expensive when compared with the winning Ring.

CarPlan Flat Mate

Price: £7.99
Rating: ★⯪☆☆☆
Contact: *tetrosylexpress.com*

INFLATES IN 90 SECONDS
CarPlan
FLAT MATE
EMERGENCY Puncture Repair
MEDIUM TYRE

A SIMPLE aerosol application method, solid connectors and a keen price earned the Flat Mate a point and a half, but it failed to block our 4mm puncture hole, despite claiming on the canister that it will work on those of up to 5mm in size.

The instructions say you need to drive six to eight miles to spread the fluid evenly inside the tyre carcass, but with the puncture still flat it simply wasn't possible to get enough air in to make it safe, rendering it useless in our emergency simulation.

Simply Xtreme Tyre

Price: £7.99
Rating: ★☆☆☆☆
Contact: *simply-brands.com*

Simply
XTREME TYRE
INFLATOR & SEALER
Instant tyre repair
Latex based product
Tyre sensor safe
Seals and inflates in minutes
Suitable for 18"+ TYRES

AS with many of the others here, the Simply Xtreme is easy to use, with a straightforward aerosol delivery that, in theory, should inflate the tyre at the same time as it's filled with the sealing foam.

Unfortunately, when we tested it, the can made a mess. The sticky suds poured out of the puncture and covered us, the car and the road rather than blocking up the hole.

We persevered in the hope that as the foam dried out it would solidify and fill the puncture, but we soon discovered that there was no hope of the hole being plugged.

As a final insult, the foam kept coming out of the can even after we disconnected it from the tyre valve – a very disappointing performance.

Verdict

There is only one product here we can wholeheartedly say we would want to find in the boot if we were faced with a puncture – and that is the Ring, making it our Best Buy. Holts Tyreweld is cheaper and more convenient but is messy and would struggle on larger holes. Laser's set is harder to use, especially at the roadside, but the comprehensive kit would repair bigger tyre damage.

1 Ring Flat Tyre Sealant
2 Holts Tyreweld
3 Laser Emergency Tyre Repair Kit

> **"THERE'S ONLY ONE PRODUCT HERE THAT WE CAN WHOLEHEARTEDLY SAY THAT WE WOULD WANT TO FIND IN THE BOOT IF WE WERE FACED WITH A PUNCTURE"**

TESLA
LF23 BSU

AUTO EXPRESS

SELL WITH THE EXPERTS

WHY IT PAYS TO SELL WITH AUTO EXPRESS

1

SELL WITH TRUST

With decades of testing all manner of motors, we know what a fair valuation looks like.

2

SAVE TIME AND MONEY

No hidden fees or bogus deals, just a straightforward road to selling.

3

GET AN HONEST PRICE

We'll get your car in front of our trusted network of dealers – readyto offer you their best price.

Ready to sell? Just search for 'Auto Express sell my car'

66 **DRIVER POWER**
MINI COOPER
Hatch's good and bad points

68 **BUYER'S GUIDE**
LEXUS RC
Premium coupé in spotlight

70 **3-CAR GARAGE**
ALL-TIME ICONS
Timeless trio of big names

BUYING CARS

CHECK FOR RECALLS BEFORE BUYING

RYAN BIRCH

Auto Express's content editor explains how a simple check that any safety recalls have been done when buying a used car could save your life

IF you're looking to buy a used car, chances are you'll have a checklist to ensure the make and model you're looking at meets your needs.

Checking a car's MoT record or making sure there are no hidden surprises lurking within the service history are basic checks you should do before parting with any money. But when was the last time you thought to check if your potential purchase had any outstanding safety recalls?

A safety recall is issued by a manufacturer when a fundamental design flaw or construction defect is identified, which poses a significant risk of injury or death if the parts in question aren't replaced.

High-profile cases are often reported in the news, with Citroen and Vauxhall being some of the latest manufacturers to have cars recalled as a result of faulty airbags and brake-pedal issues. But not all campaigns make the headlines.

> **"WHEN WAS THE LAST TIME YOU THOUGHT TO CHECK IF YOUR POTENTIAL PURCHASE HAD ANY OUTSTANDING SAFETY RECALLS?"**

Thankfully, most owners are contacted by the manufacturer and the issue will be fixed before a vehicle is listed for sale.

But what happens if the vehicle's owner fails to get the issue rectified or the recall gets overlooked? This could leave you unknowingly operating a defective car with parts fitted that could fail when you least expect it, or need them the most.

The good news is that checking if a car has any safety recalls is a simple task. The UK Government has a vehicle recall checker on the GOV.UK website and all you have to do is select the car's make and model, as well as the year of registration. Once you've done that, you'll be presented with a list of any safety recalls that have been issued.

If you're buying a model from a main dealer or reputable used-car garage, chances are they will have checked for any safety recalls and rectified possible issues before listing the car for sale. Of course, you can check by asking the salesperson you're dealing with if you have any doubt.

When buying a car via social media, an auction, or even responding to an advert in a paper, there could be a higher chance a recall may have been missed, so it's always a good idea to double check.

If you find there are any outstanding recalls with a car you've bought, all you have to do is contact the manufacturer and provide them with your car's VIN to see if the work has been completed.

If it hasn't, they are legally obliged to fix the issue at no cost to you. A simple, five-minute check could save your life.

DRIVER POWE

OWNER VIEWS ON THE UK

THE DRIVING EXPERIENCE

YOU SAID “Excellent acceleration, which is ideal in the cut and thrust of urban traffic, and the brakes are really impressive. Ride comfort is also a lot better than my previous 68-reg MINI.”

MPG AND RUNNING COSTS

YOU SAID “Servicing costs at official dealers are scandalous, but the fuel economy is excellent; so far I am averaging 39mpg.”

> **“You have to take your eyes off the road to control the key functions. I think it was designed by a 22-year old solely for that age group.”**

INFOTAINMENT AND ELECTRICS

YOU SAID “The hi-fi was so disappointing that I had to install an aftermarket sound system. I love the retro switches; their functions are learned very quickly, whereas a touchscreen can require several stages, which is very distracting.”

PRACTICALITY AND SPACE

YOU SAID “My MINI is really a 2+2. You can fit an adult in the back but it’s a struggle because legroom is very limited. The boot is too small and has intrusions, so it’s difficult to get taller items in because it’s narrower at the top.”

"I've had a few MINIs and they've all been great. They're a perfect size, comfortable, fun to drive, and they have a decent amount of storage for a small car."

30th POSITION

MINI Cooper Mk3

Richard Dredge

NEXT year marks 25 years since BMW launched the modern MINI. During that time it seems the firm can do no wrong when it comes to its ever-popular Cooper hatch. While the brand has dropped the ball on a few occasions (the Paceman, Coupé and Roadster didn't set the sales charts alight), we suspect that many of MINI's rivals would kill to have a slice of this cheeky-looking hatchback's success.

This generation of MINI hatch was axed last year to make way for the fourth-generation model, so considering this is a car launched more than a decade ago, it's done well to claim a 30th place. Even if that's a big drop from the fifth spot that the MINI Mk3 hatch as a whole achieved in 2023.

The Cooper doesn't rack up many top-10 positions, but a first for acceleration and a second spot for engine sound are perhaps unexpected. There's a quartet of other top-10 places: fifth for front-seat comfort, seventh for drivetrain smoothness, eighth for reliability and ninth for braking responsiveness. Steering response only just misses out on a top-10 finish, with owners ranking it 11th.

The MINI doesn't do especially badly in any areas apart from practicality; it comes last or pretty much last for rear-seat legroom, boot capacity, seating versatility and cubbyhole space. Owners also don't rate the infotainment touchscreen sensitivity (41st) or the child-friendly features (42nd). Fuel economy (40th) is disappointing, while servicing (38th) and other running costs (39th) are mediocre, too.

INTERIOR AND COMFORT

YOU SAID "The leather seat trim is excellent quality and is easily wiped clean. The materials used are generally good quality as is the build overall, but some trim rattles spoil the overall quality feel of the car. The sports seats have limited adjustment, but are very supportive."

WHY DRIVER POWER IS IMPORTANT

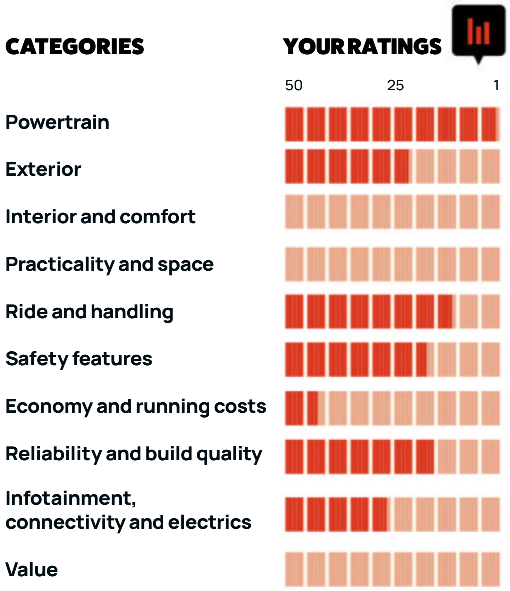
Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

OVERALL SCORE 85.06%

USED PRICES FROM: £4,000 **YEARS:** 2014 to 2024
CO_2: 105-127g/km **FUEL ECONOMY:** 52-62mpg (Cooper)
BEST OPTIONS: Leather trim, Comfort Pack, Navigation Pack, adaptive suspension, heated windscreen



DATA BY CATEGORY

Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

"Compact but still spacious enough, economical, easy to park, a fun driving experience and good resale value. My MINI has it all."

"Top quality fixtures and fittings, but not necessarily put together to the highest standard. My MINI has too many rattles and squeaks."

"Even the most basic car is way over-specced. Lots of features I don't want or use; my car makes more driving decisions than me."

WANT ONE?

If you're in the market for a used MINI Cooper, can find your ideal model in the Auto Express marketplace

USED BUYER'S GUI

FROM £15,000 Think of it as a stylish cruiser rather than a hot performance

Richard Dredge

IT'LL soon be four decades since Lexus burst on to the scene, and while it has never made a massive impact in the UK, this Toyota subsidiary keeps plugging away, producing alternatives to the products of the big three German brands that long ago became the default option for many buyers in the premium sector.

In all of the years that Lexus has traded in the UK, it has offered cars which are easy enough to recommend, but hard to love.

Recently, its designs have been more daring and its products more desirable as a result, but the driving experience usually leaves a bit to be desired, which begs the question: does the great-looking RC coupé share these family traits?

HISTORY

WE got our first glimpse of the RC at the November 2013 Tokyo Motor Show, but it would be another year before UK buyers could place their order, with the first cars delivered in January 2015.

There was just one model available: the RC F, with a 471bhp 5.0-litre V8 petrol engine. However, by the end of that year orders had opened for two more affordable RC models: the 241bhp RC 200t with a turbocharged 2.0-litre petrol engine, and the 220bhp RC 300h, which featured a hybrid powertrain at the heart of which was a 2.5-litre naturally aspirated petrol engine. Prices started at £34,995.

Things ticked over until the end of 2018, when a facelifted RC went on sale. There were some minor enhancements, including recalibrated suspension along with some tiny exterior tweaks.

WHICH SHOULD I BUY?

IF you're buying for occasional fun, the RC F is the one to go for, because it's the most exciting to drive and it will probably become the most collectible variation in time. However, if you're buying for regular use it's the RC 300h that makes the most sense because it offers the best blend of performance and economy.

The RC F had its own trim level while the 200t came in F Sport and Premier forms; the 300h added a Luxury option as the opener to the range.

The 2018 facelift saw the trims renamed RC, F Sport and Takumi. Even entry-level RCs came with LED headlights, folding mirrors, dual-zone climate control, a six-speaker hi-fi, electrically adjustable front seats, leather trim and 18-inch alloys. F Sport trim added 19-inch wheels, heated and ventilated front seats, adaptive suspension and an extra option for the adjustable chassis. Range-topping models also had high-beam assist, a 17-speaker hi-fi and numerous extra driver-assistance systems.

PRICES

THERE aren't many RCs on the used market. You'll be doing well to find an RC 200t, while the RC F accounts for about a third of the cars for sale. That leaves the RC 300h hybrid accounting for about two-thirds of all RCs.

The 200t cost slightly more than the 300h when new, but there's little difference in values on the used market. Virtually all of the RCs for sale are F Sport editions and these start at £15,000 for a 90,000-mile car from 2016. Around £20,000 buys a 60,000-mile RC 300h from 2018, while the newest cars, from 2020, with 30,000 miles on the clock, fetch up to £25,000. Early RC Fs that have done 100,000 miles are worth £20,000, but most of these cars are priced at more like £30,000, for a 50,000-mile example. The newest RC Fs with around 10,000 miles on the clock fetch £60,000.

✓CHECKLIST

COMMON FAULTS

UK forums don't contain any recurring problems, although eye-watering brake pad prices (£1,200) have given cause for concern. Globally, air-con glitches and dashboard rattles are a common problem.

PEACE OF MIND

The RC came with a warranty that lasted for just three years or 60,000 miles. But each annual service at an official dealer extends this by 12 months or 10,000 miles, up to a maximum of 10 years or 100,000 miles.

MORE LUXURY

At the start of 2018 all RCs were treated to some significant equipment upgrades including improved navigation, a 10.3-inch touchscreen and extra assistance systems, including adaptive cruise control.

PREMIER LEAGUE

Also from early 2018, the F Sport was offered with a Premier Pack option. This added a 17-speaker Mark Levinson hi-fi, sunroof, blind-spot monitor and rear cross-traffic alert.

Climate
8.0
AUTO
22.0
NORMAL
22.0
AUTO
AUTO A/C
Setting
DAB
LBC
LBC
Magic
UCB 1
Radio X
Heart ex
Cap UK

INFOTAINMENT
The 10.3-inch screen is placed high in the dashboard, but is controlled by a touchpad on the centre console. The latter can be frustrating to use when you're on the move

BUY THROUGH AUTO EXPRESS!
Scan the code to view used Lexus RC coupés for sale now

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

ON THE ROAD
The driving experience depends on which model you opt for, with the 300h and 200t more refined than the more powerful RC F

DE Lexus RC

model and Lexus's coupé has much to recommend it

STYLING
The RC's dramatic design helps it to stand out from the crowd, with the two-door coupé body style offering four seats. The rear ones are best suited to children, though

RUNNING COSTS

THERE'S a big difference in running costs between an RC F and an RC 300h. The latter sits in insurance groups 31-35, but the former is in 45-50 (the 200t is in group 40). Also, while the RC 300h can return around 45mpg, you'll be doing well to get more than 25mpg out of the RC F.

Road tax costs are complicated. Most RCs registered since 1 April 2017 are liable to a £195 annual charge, but some of the newest cars are subject to a £425 supplement for another year. Early 300h cars cost £215 per year; the first RC Fs are rated at £760 every 12 months.

All RCs need to be serviced every 12 months or 10,000 miles. Services alternate between Minor and Major which are typically priced at around £350 and £670. The latter includes fresh brake fluid every two years, but there are no cambelts to replace.

RECALLS

THERE have been three recalls for the RC so far. The first campaign was issued in April 2018, but it affected only the RC F made up until the end of 2017. The problem centred on the two high-pressure fuel pumps, which could be damaged through vibrations, causing them to leak; the cure was to fit redesigned fuel pumps.

Recall two came in October 2020 and was aimed only at RC 300h cars made between July 2017 and September 2019. Once again there were fuel pump problems; the low-pressure pump could stop working and replacement was the solution.

The most recent recall was issued in January 2023 on all RCs. Faulty fuel tank vent tubes in RCs made up to August 2018 could leak; the fix was a new part.

INTERIOR
Dashboard is lifted from the Lexus GS saloon and build quality is great

ON THE ROAD

THERE'S a massive difference between the RC and the RC F, in terms of the driving experience. Not only does the latter have far more power than its junior siblings, but the chassis was also given a comprehensive overhaul to improve the dynamics.

No RC can claim to be the best in its class to drive, but the 300h and 200t nevertheless cope pretty well with poor surfaces, are supremely refined and have steering that offers decent feedback. The RC F sounds amazing and has a firmer ride, but its steering lacks the feel that a true driver's car needs.

RUNNING COSTS
You'll need deeper pockets to run a V8-engined RC F than the hybrid RC 300h

ALTERNATIVES

THE car that gives the RC the hardest time is the BMW 4 Series. It's great to drive, and there's also an ergonomic, driver-focused cabin, plus a decent selection of petrol and diesel engines. Pick between regular 4 Series and M4 models.

The Audi A5 coupé isn't as good to drive, but again there are some great engines, a drop-top option (as with the BMW) and impressive build quality; the sporty options are the S5 and the RS 5.

Both of these alternatives are much more readily available than the Lexus, as is the Mercedes C-Class Coupé, which is comfier than the Lexus and features an impressively premium cabin.

PRACTICALITY
Boot capacity (top) ranges from 366-374 litres depending on model, while the rear seat folds to create more space for luggage if necessary

INTERIOR

YOU'LL have to search hard to find a cabin this well made. The dash is taken from the GS saloon, to which the RC is closely related, but this coupé is way behind on usability because rear-seat leg and headroom are so limited.

There's a 366-litre boot (374 litres for the RC F), but a folding back seat increases practicality significantly.

DRIVER POWER

THE RC has never appeared in our Driver Power surveys, and even Lexus's bigger-selling models rarely feature; the last time was in 2023, when the NX, UX and RX were all in there. As a brand though, Lexus has enjoyed more success; it came top in our Brands survey every year from 2017 through to 2020 inclusive. Owners love the reliability of their cars, along with the exterior design and interior quality. The only black mark was for the quality of the infotainment.

AEX VERDICT ★★★½☆

THERE'S a lot to like about the Lexus RC. It looks really desirable and it's also incredibly exclusive; probably rather more so than Lexus UK hoped for. Refined, well equipped, impressively built and as reliable as you'd expect a Lexus to be, the RC offers a lot. But there aren't many to go round, and the RC isn't as much fun to drive as a rear-wheel drive coupé as extrovert as this should be.

As a stylish cruiser that's easy to live with (as long as you view it as a two-seater), the RC ticks a lot of boxes. But if you're after something that will thrill you as an enthusiast driver, this unusual Lexus is not the obvious choice.

3 CAR GARAGE

Big brand heavy hitters that should stand the test of time

By Richard Ingram

AS new car brands continue to make headlines, legacy manufacturers are doubling down on heritage. Just look at the cars we've driven this week: SEAT Ibiza, Honda Prelude – even the Suzuki Vitara and Vauxhall Frontera. These names unlock memories in ways that Ora, Jaecoo or Omoda can never do.

Which are the ultimate new-car name plates? And can you compile a three-car garage based only on brilliant badges? We reckon so – here are three all-time icons that will never be beaten...

VOLKSWAGEN GOLF £21,499

1

THE Volkswagen Golf is as much of a household name as Tesco, Cadbury or Coca-Cola here in the UK – and for good reason. It's the quintessential family car, summed up by the "like a Golf" tagline used in its advertising.

The eighth-generation car, launched in 2020, has plenty to recommend, especially if you go for one of the later facelift versions.

You'll pay a premium over a Ford Focus or Vauxhall Astra, but we'd argue that brings more than a better badge. The model we found is less than a year old, and has just 5,000 miles on the clock. It's the entry Life trim, but there's loads of goodies, and the 1.5-litre engine is punchy and frugal.

IF the car we selected has gone, at the time of writing we had more than 400 Golfs up to five years old listed. Scan the QR code for more.

"You'll pay a premium over a Focus or Astra but we'd argue that brings more than just a better badge"

PORSCHE 911 £85,000

2

IF you're after the ultimate all-round sports car, nothing matches the Porsche 911. Not only is it the most famous of its kind, it's also the best.

You'll pay for the privilege – in our used-car listings, there isn't a 992-generation model available for less than £85,000 – but you can sleep tight in the knowledge that you're driving a car with over 60 years of tried and tested engineering, backed up by strong showings from Porsche in our Driver Power satisfaction survey.

Our 911 is a three-year-old model with the slick PDK gearbox. Don't be put off by the fact it's the base Carrera; it'll still do 0-62mph just over four seconds, wrapped up in one of the finest-handling sports cars money can buy.

IF you've got the funds, there should be a 911 to suit all tastes. Scan the QR code to see them all.

"Not only is it the most famous sports car of its kind, but it's also the best. You'll pay for the privilege, though"

JEEP WRANGLER £35,288

3

AS with the VW and Porsche, the Wrangler has been around for decades, steeped in automotive history.

There's nothing quite like it, and while it'll soon disappear thanks to emissions regulations, we reckon Jeep would be mad not to continue its legacy in years to come. The model we've found is a classy five-year-old Overland. It's done fewer than 30,000 miles, and being the four-door variant, will have room for the whole family. Its 2.0-litre turbo petrol engine isn't the most economical, but that doesn't seem to have damaged residual values.

IF you want to venture off the beaten track, check out Wranglers for sale using our QR code.

RUBICON
RX68 HKZ

"There's nothing quite like it – Jeep would be mad not to continue the Wrangler's legacy in years to come"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33985

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300
1.5 TFSI (116) S line	49.6	9.7	129	18	£32580
1.5 TFSI (116) auto Sport	54.3	9.9	119	17	£31850
1.5 TFSI (116) auto S line	52.3	9.9	123	18	£34130
1.5 TFSI (150) Sport	51.4	8.4	125	22	£31300
1.5 TFSI (150) S line	49.6	8.4	130	22	£33580
1.5 TFSI (150) auto Sport	54.3	8.1	119	23	£32850
1.5 TFSI (150) auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48400
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62525
2.0 TDI (150) auto Sport	58.9	8.1	125	24	£34750
2.0 TDI (150) auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
2.0 TFSI e (299) quat auto Technik	141.9	5.9	45	39	£48950
2.0 TFSI e (299) quattro auto Sport	138.8	5.9	46	39	£50950
2.0 TFSI e (299) quattro auto S line	139.3	5.9	46	40	£53600
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£69825
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
2.0 TFSI e (299) quat auto Technik	136.3	5.9	47	39	£50850
2.0 TFSI e (299) quattro auto Sport	134.4	5.9	48	39	£52850
2.0 TFSI e (299) quattro auto S line	132.0	5.9	49	40	£55500
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£71725
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	40.4	8.2	159	31	£50560
2.0 TFSI (204) auto S line	40.0	8.2	160	32	£53360
2.0 TFSI e (299) quattro auto Sport	128.6	6.0	50	40	£60960
2.0 TFSI e (299) quattro auto S line	129.7	6.0	49	41	£63260
2.0 TDI (204) auto Sport	55.5	6.9	133	36	£54830
2.0 TDI (204) auto S line	54.8	6.9	135	37	£57630

Edition 1: add £4900 to S line

A6 Avant - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	39.5	8.3	162	31	£52510
2.0 TFSI (204) auto S line	39.1	8.3	164	32	£55310
2.0 TFSI e (299) quattro auto Sport	123.0	6.0	52	40	£62930
2.0 TFSI e (299) quattro auto S line	123.4	6.0	52	41	£65230
2.0 TDI (204) auto Sport	54.2	7.0	137	36	£56780
2.0 TDI (204) auto S line	53.4	7.0	139	37	£59580

Edition 1: add £4900 to S line

RS 6 Avant - 4995x2110mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro auto perf	22.4	3.6	286	50	£120165

Carbon Black: add £8950 **Carbon Vorsprung:** add £17400

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62540
83kWh (326) auto S line	383	6.0	0	43	£66040
100kWh (380) auto Sport perf	464	5.4	0	44	£68810
100kWh (380) auto S line perf	463	5.4	0	44	£72310
100kWh (462) quattro auto Sport	440	4.5	0	48	£73910
100kWh (462) quattro auto S line	439	4.5	0	50	£77410
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97540

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64340
83kWh (326) auto S line	362	6.0	0	43	£67840
100kWh (380) auto Sport perf	437	5.4	0	44	£70610
100kWh (380) auto S line perf	436	5.4	0	44	£74110
100kWh (462) quattro auto Sport	418	4.5	0	48	£75710
100kWh (462) quattro auto S line	415	4.5	0	50	£79210
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99340

Edition 1: add £5000 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (584) quattro auto	386	4.2	0	50	£88555
105kWh (680) quattro auto S	375	3.6	0	50	£107825
105kWh (857) quattro auto RS	368	3.1	0	50	£126425
105kWh (857) quat at RS Carbon Bl	369	3.1	0	50	£138925
105kWh (925) quattro at RS perf	365	2.9	0	50	£142925
105kWh (925) quat at RS perf Carbon	365	2.9	0	50	£155425

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94480
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98480
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£118285
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£85710
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£89710

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4531x2087mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (150) auto Sport	46.5	9.1	138	N/A	£38300
1.5 TFSI (150) auto S line	45.4	9.1	142	N/A	£41100
1.5 e-Hybrid (272) auto Sport	161.9	6.8	40	N/A	£45800
1.5 e-Hybrid (272) auto S line	152.6	6.8	42	N/A	£48600
2.0 TFSI (204) quattro auto Sport	36.1	7.1	178	N/A	£42000
2.0 TFSI (204) quattro auto S line	35.4	7.1	181	N/A	£44800
2.0 TFSI (265) quattro auto S line	33.1	5.7	194	N/A	£48900
2.0 TDI (150) auto Sport	52.7	9.2	140	N/A	£40000
2.0 TDI (150) auto S line	51.6	9.2	143	N/A	£42800

Edition 1: add £3550 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36565
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£39735
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£38145
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£41315
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£44655
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£47665
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£39745
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£45755

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	251	8.1	0	32	£46610
82kWh (286) 45 e-tron auto Sport	338	6.6	0	36	£51310
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52740
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57690

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	256	8.1	0	32	£48110
82kWh (286) 45 e-tron auto Sport	347	6.6	0	36	£52810
82kWh (286) 45 e-tron qt at Sport	328	6.6	0	37	£54240
82kWh (340) 55 e-tron qt at Sport	328	5.4	0	39	£59190

S line: add £2550
Black Edition: add £4800

Q5 - 4717x2155mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.4	7.2	159	37	£50660
2.0 TFSI (204) quattro auto S line	39.4	7.2	163	38	£53260
2.0 e-Hybrid (299) quattro at Sport	111.3	6.2	58	43	£56740
2.0 e-Hybrid (299) quattro at S line	99.6	6.2	64	43	£59340
3.0 V6 TFSI (367) quattro auto SQ5	34.1	4.5	188	45	£75525
2.0 TDI (204) quattro auto Sport	47.0	7.4	158	38	£52310
2.0 TDI (204) quattro auto S line	45.9	7.4	162	39	£54910

Edition 1: add £4200 to S line

Q5 Sportback - 4717x2155mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.3	7.2	159	37	£53160

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto S line	39.5	7.2	162	38	£55760
2.0 e-Hybrid (299) quattro at Sport	110.9	6.2	58	43	£59240
2.0 e-Hybrid (299) quattro at S line	100.3	6.2	64	43	£61840
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410

Edition 1: add £4200 to S line

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£67015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990

Edition 1: add £5000 to S line

Q6 Sportback e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490

Edition 1: add £5000 to S line

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 120 M Sport	52.3	7.8	121	21	£34290
1.5T (218) auto 123 xDrive M Sport	47.9	6.3	135	26	£37470
2.0T (300) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	380	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£84620
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£117095
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£144930

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 225e xDrv Spt	313.9	6.7	21	27	£40270
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

iX3 - 4782x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
113kWh (469) auto xDrive50	493	4.9	0	N/A	£58755
113kWh (469) at xDrive50 M Sport	492	4.9	0	N/A	£61255

M Sport Pro: add £1500 to M Sport

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£39070
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43405
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£50060
3.0TT (480) M2	28.2	4.2	227	42	£68795
3.0TT (480) auto M2	29.1	4.0	219	42	£68795
3.0TT (530) auto M2 CS	28.2	3.8	226	45	£92475

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 2 - 4310x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.1kWh (177) auto Boost	214	7.9	0	30	£30850
64.8kWh (203) auto Comfort	267	7.9	0	32	£34950

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	40.4	9.4	159	31	£23660
1.6T (147) auto Summit	40.4	9.4	159	31	£26660
1.5T PHEV (204) auto Aspire	343.0	8.5	23	35	£29830
1.5T PHEV (204) auto Summit	343.0	8.5	23	36	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	36.2	9.8	177	30	£25940
1.6T (147) auto Summit	36.2	9.8	177	31	£29180
1.5T PHEV (204) auto Aspire	211.0	8.5	31	35	£32660
1.5T PHEV (204) auto Summit	211.0	8.5	31	36	£36380

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	127	24	£18805
1.2 Hybrid (110) auto Plus	56.5	9.8	114	24	£20615
1.2 Hybrid (110) auto Max	56.5	9.8	114	24	£22315
44kWh (113) auto Plus	201	10.4	0	24	£22095
44kWh (113) auto Max	201	10.4	0	24	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£24250
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£26140
1.2 Hybrid (110) auto You!	62.1	10.7	107	16	£23095
1.2 Hybrid (145) auto Plus	62.1	8.0	107	23	£25535
1.2 Hybrid (145) auto Max	62.1	8.0	107	23	£27425
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28650
54kWh (156) auto Max	257	9.2	0	23	£31440

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25535
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£27425
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£21105
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24565
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26565
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

NEW CAR PRICES

Seven seats: add £765 to 1.2

C5/e-C5 Aircross - 4652x1936mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto You!	43.6	11.2	122	N/A	£30495
1.2 Hybrid (145) auto Plus	43.6	11.2	122	N/A	£33135
1.2 Hybrid (145) auto Max	43.6	11.2	123	N/A	£35775
79.9kWh (210) auto You!	322	8.9	0	N/A	£37630
79.9kWh (210) auto Plus	322	8.9	0	N/A	£27780
79.9kWh (210) auto Max	322	8.9	0	N/A	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

Poer 300 - 5416x1947mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4D (184) auto Lux	33.6	11.0	221	N/A	£37714
2.4D (184) auto Ultra	33.6	11.0	223	N/A	£41049
2.4D (184) auto Vanta	33.6	11.0	223	N/A	£43049

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium 4WD	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

EV5 - 4610x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81.4kWh (214) auto Air	329	8.4	0	N/A	£39295
81.4kWh (214) auto GT-Line	313	8.4	0	N/A	£42595
81.4kWh (214) auto GT-Line S	313	8.4	0	N/A	£47095

Heat pump: add £900 to GT-Line S

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£19245
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£21245

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£27245
64kWh (203) auto SE Long Range	281	7.9	0	28	£29745
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32745
77kWh (245) auto Extended Range	323	6.5	0	33	£36745
64kWh (435) auto XPower	239	3.7	0	40	£36745

IM5 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (295) auto Standard	304	6.8	0	46	£39450
100kWh (407) auto Long	441	4.9	0	50	£44995
100kWh (751) auto Performance	357	3.2	0	50	£48495

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

IM6 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (407) auto Long	388	5.4	0	48	£47995
100kWh (751) auto Performance	313	3.5	0	50	£50995
100kWh (751) auto Launch Edition	313	3.5	0	50	£52995

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Micra - 3974x1830mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (122) auto Engage	198	8.0	0	19	£22995
40kWh (122) auto Advance	198	8.0	0	19	£24995
52kWh (150) auto Advance	260	9.0	0	22	£26995
52kWh (150) auto Evolve	260	9.0	0	22	£29865

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660

GT: add £2950-£3530 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360

GT: add £2950-£3530 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

NEW CAR PRICES

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740

Match: add £690 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.9	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29500
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£31100
1.5 TSI (150) Life	51.5	8.8	125	21	£30630
1.5 TSI (150) Style	50.2	8.8	128	22	£32300
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£32230
1.5 eTSI (150) auto Style	54.2	8.6	119	23	£33900
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£47150
2.0 TDI (115) Life	64.4	10.5	115	19	£31295
2.0 TDI (150) auto Style	61.0	8.4	122	24	£35695

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	269	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67535
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Style LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (163) auto 600 3.5t	26.2	N/A	285	N/A	£84151
2.0 TDI (163) auto 600 3.88t	25.9	N/A	286	N/A	£84820
2.0 TDI (163) auto 680 3.88t	25.9	N/A	287	N/A	£86896
2.0 TDI (163) auto 4MOT 680 3.88t	N/A	N/A	N/A	N/A	£94840

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	53.2	11.1	121	12	£24770
1.0 TSI (115) Life	53.0	9.9	121	14	£25605
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£27200
1.0 TSI (115) auto Style	50.4	10.2	128	14	£30140
1.0 TSI (115) auto R-Line	50.5	10.2	127	14	£31095
1.5 TSI (150) auto R-Line	48.8	8.2	132	22	£32640

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.5	11.3	125	9	£25425
1.0 TSI (115) Life	51.5	10.1	125	10	£26270
1.0 TSI (115) Style	50.5	10.1	127	10	£29080
1.0 TSI (115) R-Line	50.6	10.1	127	10	£29965
1.0 TSI (115) auto Life	49.7	10.3	129	10	£27880
1.0 TSI (115) auto Style	49.0	10.3	131	10	£30790
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£31765
1.5 TSI (150) auto Style	47.2	8.4	136	16	£32240
1.5 TSI (150) auto R-Line	47.4	8.4	135	16	£33175

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29410
1.5 TSI (150) Life	47.3	8.4	136	17	£30980
1.5 TSI (150) Style	47.4	8.4	136	17	£33900
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32720
1.5 TSI (150) auto Style	46.8	8.3	137	18	£35640
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£45465

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115) **Black Edition:** add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35675
1.5 TSI (150) Style	45.1	10.0	142	19	£37190
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39810
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38890
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41510

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	222	9.0	0	23	£39590
77kWh (286) auto Pro Match	347	6.7	0	33	£44440
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46120
77kWh (340) auto 4MOTION GTX Ed	321	5.4	0	39	£52245

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	227	8.9	0	25	£41090
77kWh (286) auto Pro Match Pro	344	6.7	0	35	£45900
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53745

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Life	47.5	10.2	135	18	£37230
1.5 TSI (130) auto Match	47.4	10.2	135	18	£37525
1.5 TSI (150) auto Match	47.6	9.1	135	21	£38325
1.5 TSI (150) auto Elegance	47.7	9.1	135	22	£40720
1.5 TSI (150) auto R-Line	45.9	9.1	140	22	£41125
1.5 TSI PHEV (204) auto Match	740.5	8.2	9	27	£42960
1.5 TSI PHEV (204) auto Elegance	751.4	8.2	9	28	£45355
1.5 TSI PHEV (204) auto R-Line	660.5	8.2	10	28	£45760
1.5 TSI PHEV (272) auto R-Line	665.3	7.2	10	31	£48480
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	177	29	£46820
2.0 TSI (265) auto 4MOTION R-Line	33.7	5.9	191	32	£50340
2.0 TDI (150) auto Match	52.1	9.4	142	22	£39515
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41910
2.0 TDI (150) auto R-Line	50.8	9.4	146	23	£42315

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	46.5	9.4	139	25	£40130
1.5 TSI (150) auto Elegance	46.5	9.4	138	25	£42700
1.5 TSI (150) auto R-Line	45.0	9.4	150	25	£43105
1.5 TSI PHEV (204) auto Life	733.1	8.6	9	30	£44015
1.5 TSI PHEV (204) auto Elegance	735.7	8.6	9	30	£46585
1.5 TSI PHEV (204) auto R-Line	634.7	8.6	10	30	£46990
1.5 TSI PHEV (272) auto R-Line	631.5	7.3	10	33	£49710
2.0 TSI (204) auto 4MOTION R-Line	35.6	9.7	180	22	£49150
2.0 TSI (265) auto 4MOTION R-Line	32.9	9.7	195	22	£52320
2.0 TDI (150) auto Life	50.9	9.7	145	22	£41320
2.0 TDI (150) auto Elegance	50.9	9.7	145	22	£43890
2.0 TDI (150) auto R-Line	49.3	9.7	150	22	£44295

Match: add £1300 to Life PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71390
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82950
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£74525

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£43030
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£44688
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£53686
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£56836
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£59674
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£60682

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43940
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48390
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£51310
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57760

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62410
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70910

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£33060
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35160
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37260
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39860
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43360
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42360
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45860
69kWh (428) auto Twin Motor XC	265	3.4	0	41	£47060

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52410
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54160
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58410
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57660
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61910
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59660
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£46260
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52410
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£48010
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54160
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58410
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57660
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61910
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59610
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36840
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£40090
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45910
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£41240
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£47060

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	37.6	6.5	170	34	£48410
2.0 B5 (250) auto Plus AWD	37.6	6.5	172	34	£53740
2.0 B5 (250) auto Ultra AWD	37.6	6.5	179	34	£62740
2.0 T6 PHEV (350) auto Core AWD	313.4	5.4	22	22	£55360
2.0 T6 PHEV (350) auto Plus AWD	313.4	5.4	22	22	£59860
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68860

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£65450
2.0 B5 (250) auto Plus AWD	32.8	7.3	195	38	£70450
2.0 B6 (250) auto Ultra AWD	32.8	7.3	199	39	£76950
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72760
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77760
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84260

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
104kWh (279) auto Single Plus	380	8.0	0	50	£82660
111kWh (408) auto Twin Plus AWD	385	4.7	0	50	£89560
111kWh (408) auto Twin Ultra AWD	375	5.7	0	50	£96360
111kWh (517) at Tw Perf Ultra AWD	375	4.7	0	50	£99960

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

ARE you planning to buy or lease a new vehicle in the UK over the coming weeks or months? Then you'd be bonkers not to refer back to the full and frank results of the Auto Express New Car Awards 2025. Or, if you can hold out a little longer before ordering your next motor, the 2026 New Car Awards, due to be published in the mag and on *autoexpress.co.uk* eight months from now.

Separate from and deliberately different to this leading, British awards programme (where expert road testers and editors do the judging) is a more international initiative – the New Car World Championships (comprising a mixed bunch of judges, jurors and executioners currently or previously working as design chiefs, industry titans, F1 drivers, TV and radio show presenters, journalists or those in other global automotive jobs). These car-obsessed folk hail from Tokyo, London, Durban, Stratford-Upon-Avon, Sydney, Seoul... and several other places in between. And they're assisted by members of the public who get to have a say in the vote.

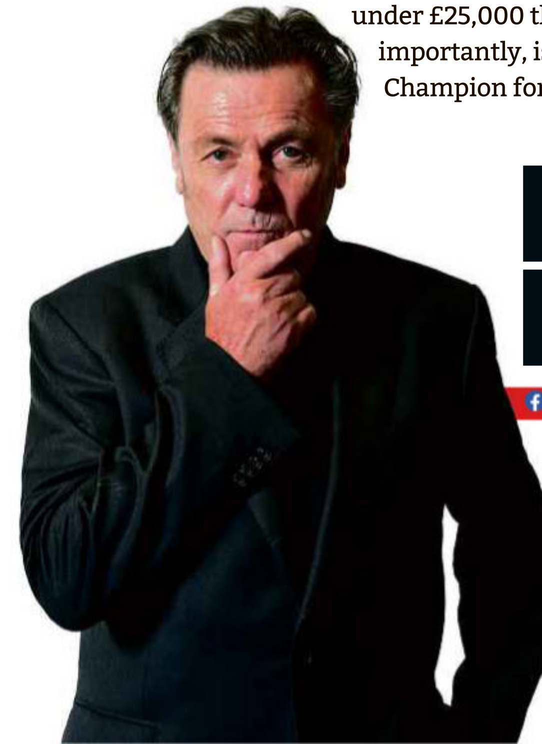
> **"FRANCE'S BRILLIANTLY STYLISH, ELECTRIC RENAULT 4 WAS CROWNED THE OVERALL NEW CAR WORLD CHAMPION FOR 2025/2026 – AND DESERVEDLY SO"**

This week, hours before the opening of the daftly-named Japan Mobility Show and its even dafter official slogan of 'Let's Go Mobishow', were the announcements for the overall and category winners of the New Car World Championships 2025/2026. Toyota was named as the outstanding estate-car manufacturer, thanks to a wagon sold as the Crown in Asia, Signia in the US but, sadly, not available in the UK. Honda was coupé king, thanks to its all-new Prelude (driven on page 20), and the 4x4 champ was the Denza B5 – the first premium 4x4 from China. South Korea's Hyundai Santa Fe was seven-seat SUV supremo.

From here onwards, European cars dominated the rankings. Volkswagen won a gong for having the world's most appealing range of vans which, don't forget, includes derivatives that are often more pleasurable to drive than some cars. But at this point it's worth noting that the latest new models from Germany, Sweden and Britain were – and remain – conspicuous by their absence because, between them, they had no class wins.

Now the important bit. On the podium with the bronze medal was the astonishing value Dacia Bigster, costing around half as much as a Santa Fe. Silver went to a small car that looks great, drives well and is well priced, even if it's not so small up close. Congratulations to the Fiat Grande Panda, which was also Auto Express's 2025 Supermini of the Year.

Top of the podium was – still is and will be for the next 12 months – France's brilliantly stylish, all-electric Renault 4 (Auto Express 2025 Small SUV of the Year) that is now an even more irresistible small SUV than ever, after a price cut to just under £25,000 this autumn. It wins its EV class but, more importantly, is crowned the overall New Car World Champion for 2025/2026. And deservedly so, in my opinion.



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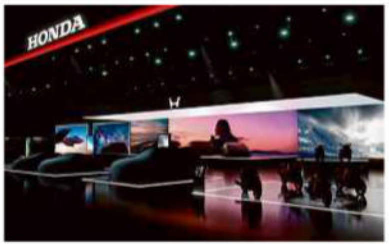

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CIG81015	4.5 x 3 x 2.4m	140613570	£331.20	£234.60	£281.52	£49.68
CIG81216	4.9 x 3.7 x 2.5m	140613574	£378.00	£267.75	£321.30	£56.70
CIG81020	6.1 x 3 x 2.4m	140613572	£406.80	£288.15	£345.78	£61.02
CIG81220	6.1 x 3.7 x 2.5m	140613576	£466.80	£330.65	£396.78	£70.02
CIG81224	7.3 x 3.7 x 2.5m	140613578	£574.80	£407.15	£488.58	£86.22
CIG1432	9.7 x 4.3 x 3.65m	140613594	£1294.80	£971.10	£1165.32	£129.48
CIG1640	12 x 4.9 x 4.3m	140613596	£2758.80	£2069.10	£2482.92	£275.88

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CTJ1250AC	1.25T	020111818	£125.99	£151.19
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16/550	3HP	50L	000119510	£229.98	£275.98
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